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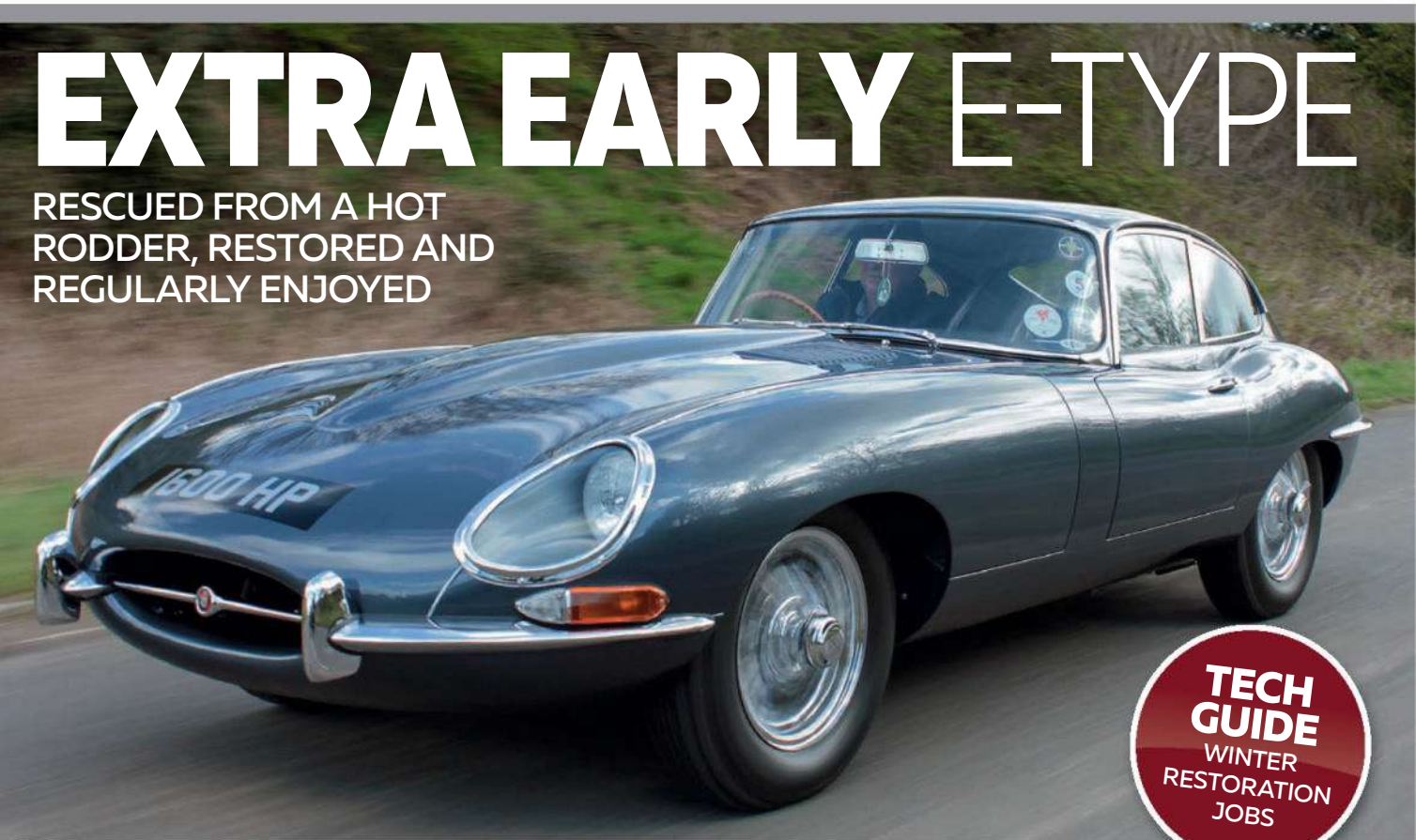

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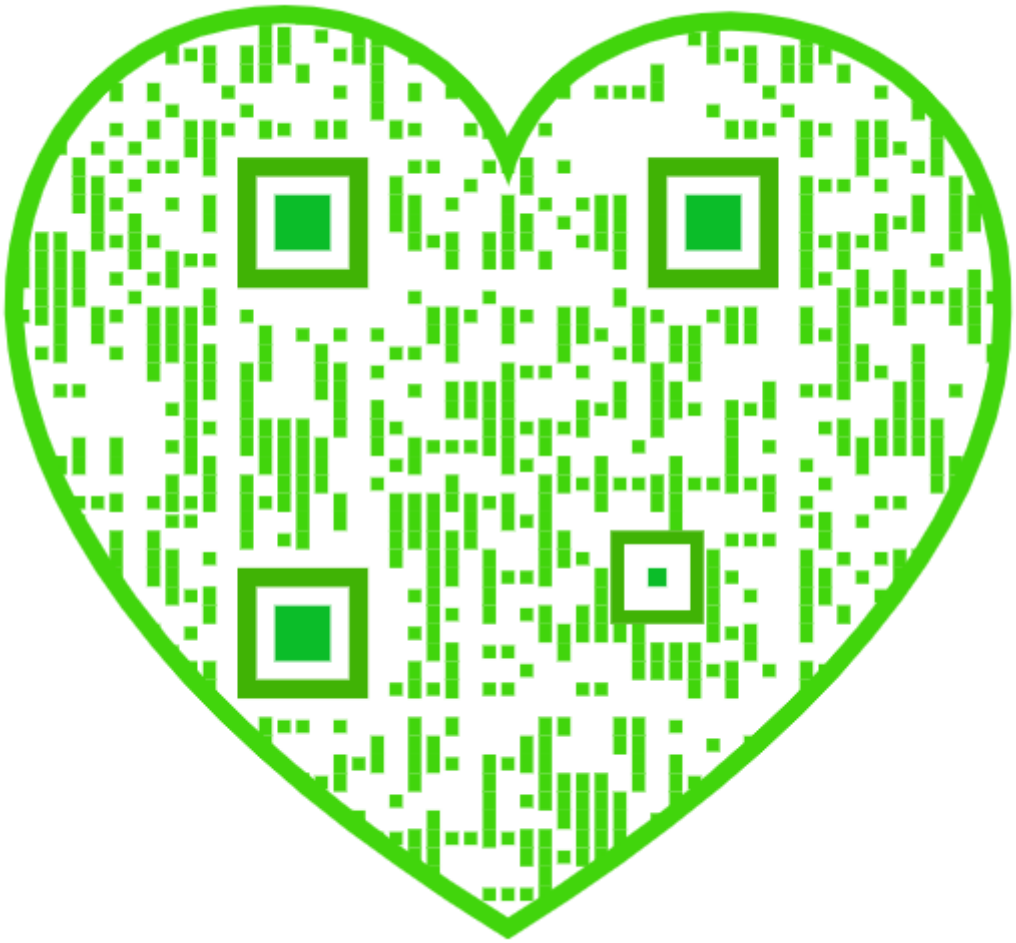

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Jaguar life

Welcome to *Classic Jaguar*, and a slightly different tone. Where we would typically bring you history features, and road trips, and twin tests, this issue largely follows a special theme. And we've even more pages than normal in which to bring you our celebration of life as a Jaguar owner – from buying, through restoration and upgrades, to enjoying your car once it's done.

Instead of a specific buying guide, we've brought you a guide to buying your first classic Jaguar – at all budgets from £2,500 to £100,000 and more. We document the life of a restored E-type, as well as advising you on jobs for winter and modifications to make your Jag better than it was when it was new. And we enjoy cars – Gareth Charlton's been to Holy Island, Richard Holdsworth tells the story of a MkVII used in competition and reader Peter Leech tells the story of a lifetime with Jaguars.
In the approach to Christmas, the motoring enthusiasts in your life are going to need gifts – and this is where I promote the Kelsey website. Whether Jaguar, Ford, MG, or Rolls-Royce – we have magazines for all enthusiasts. Just head to shop.kelsey.co.uk and see what's available. You can also stock up on back issues of *Classic Jaguar*, and pre-order our Winter 2025 issue ahead of when it hits the shelves on **Friday 20th December**, at: **shop.kelsey.co.uk/issue/CJG**.

Sam Skelton
sam.skelton@kelsey.co.uk

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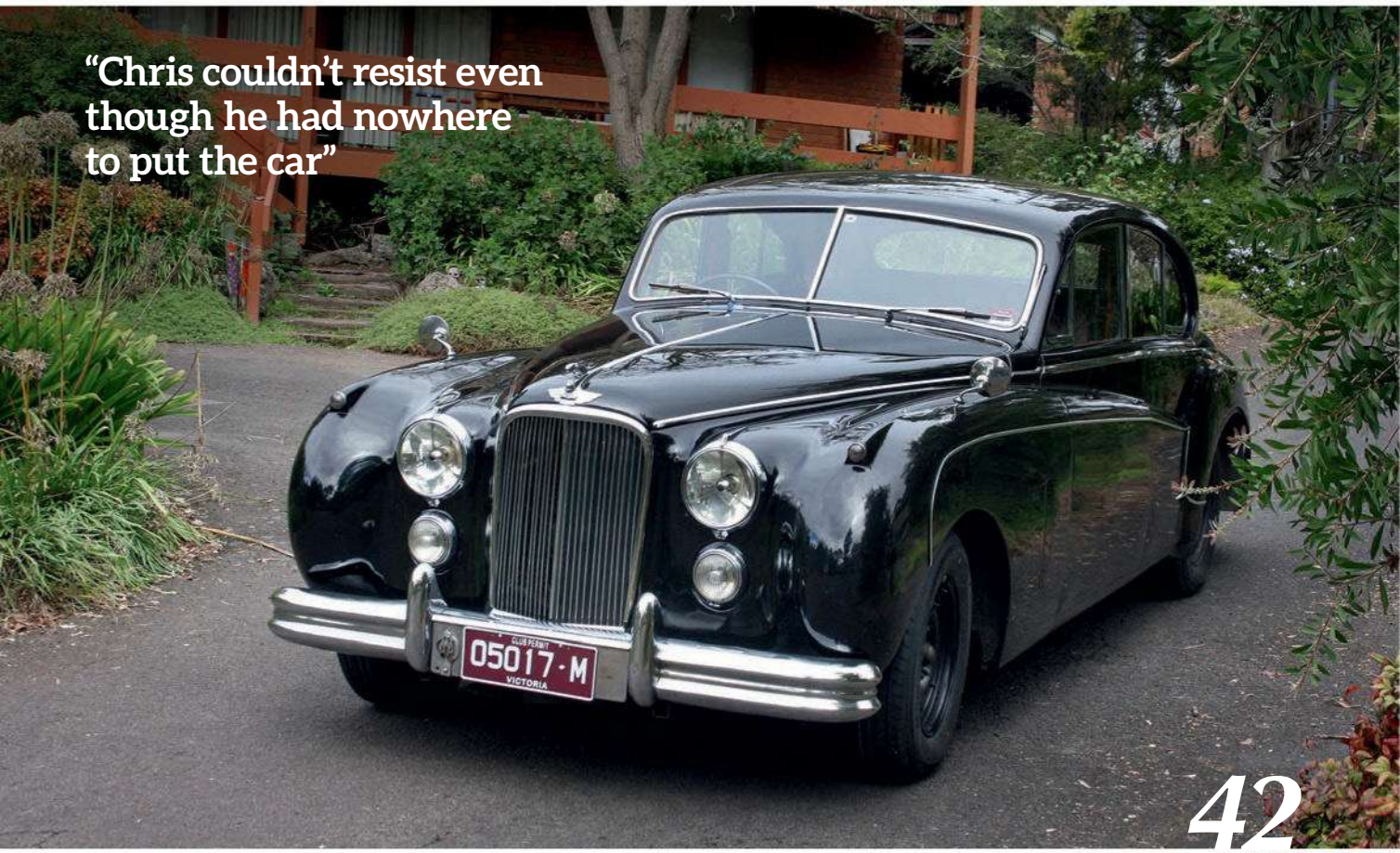

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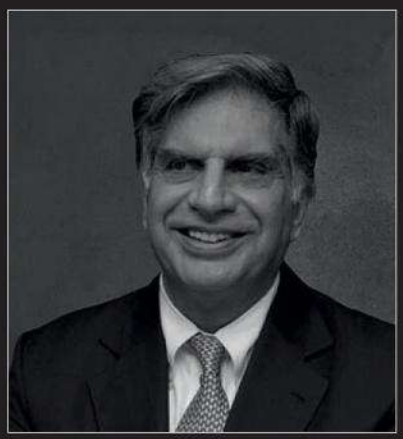
UP FRONT NEWS AND VIEWS

RATAN TATA 1937-2024

Indian industrialist and former Tata Group Chairman Ratan Tata has died, aged 86. The man who arguably did more than any other to guide JLR to its current position, he was instrumental in the commissioning and development of the F-TYPE sportscar. When interviewed for in house media statements upon his retirement from the company in 2012, he said: "The Jaguar F-TYPE holds a very personal place in my heart as it is something I pushed through the company. When we acquired Jaguar, there was no true sports car in the model lineup and nothing in the future plans. My feeling was that Jaguar had such a rich racing heritage and a tradition of building great sports cars. We needed to recreate the image of Jaguar, once again, by building beautiful, fast cars. I think we achieved that with the F-TYPE."

UK Business Secretary Jonathan Reynolds said: "He was a titan of the business world and someone who played a huge role in shaping British industry. My thoughts and prayers are with his friends, family and everyone in the Tata Group."

Mr Tata received an Indian state funeral.



JDC CONCOURS CHAMPION ANNOUNCED

The winner of the Jaguar Drivers Club Champion of Champions for 2024 has been crowned, with the prestigious award going to Richard Arnold, the proud owner of a 2010 Jaguar XKR 75 that was once part of the James Hull collection.

Reckoned to be the world's most prestigious Jaguar concours competition, the Champion of Champions has been taking place for 47 years. Of the 19 cars entered at the Club's National Day back in July, five were chosen to compete for the top honour, with the result announced at the Jaguar Daimler Heritage Trust's Jaguars at Gaydon event at the British Motor Museum on September 22. Richard's car will also be displayed at the Lancaster Insurance Classic Motor Show at the NEC, Birmingham from November 8-10.

The other finalists comprised of a 1950 MkV DHC owned by Nigel Bowen-Easley, the 1950 XK120 roadster of Tim de la Fosse, James Tetherton's 1996 XJS Celebration Convertible and a 2006 XJR saloon owned by Andy Brooks.

Thrilled to have been crowned as this year's Champion, and presented with the award by JDC President, Sir John Egan, Richard said: "I've never entered before, and certainly never expected to win, so it hasn't really sunk in yet. I've always had a love for classic cars, and Jaguars in particular, but to finish ahead of the other amazing cars that were competing was a very special moment. I hope that it will encourage more owners of younger Jaguars to enter in the future".

AUCTION HOUSES TO MERGE

Sister auction houses Iconic Auctioneers and Classic Car Auctions (CCA) have become one company, with the latter taking on a new name in the process. CCA's final sale under its existing moniker was held at Stoneleigh Park on September 28, with it becoming known as The Classic Sales by Iconic Auctioneers from October.

Since its formation in 2015 by Iconic Auctioneers (then known as Silverstone Auctions), CCA has made its mark as a sales house with a focus on everyman classics. Despite its connection to Iconic Auctioneers, the sister firm was run as a separate company.

The new arrangement will see The Classic Sales run by the same team and with the same ethos, with sales to be held at many of the same venues as before. However, from early October onwards, the current Classic Car Auctions website will be redirected to the Iconic Auctioneers site (iconicauctioneers.com) as the new home for The Classic Sales, where sidebar colour coding and logos will help set the two apart. "Most of our customers know that CCA and IA are sister companies, so bringing them together as one company makes sense, but more importantly it will significantly enhance the exposure of the CCA cars on the Iconic Auctioneers website, which is a much busier site," said Rob Hubbard, Iconic Auctioneers managing director. "It will also allow buyers to search for specific marques across all our sales in one place, as well as offer customers a wider range of services including Iconic Auctioneers' online, motorcycle, automobilia and private sales."

JAGUARS AT GAYDON

Wet weather didn't dissuade ardent Jaguar fans from gathering for the JDHT's Jaguars at Gaydon event at the British Motor Museum last month. While numbers were lower than expected, Jaguars of all types braved the rain to congregate at the event, which hosts the JDC Concours Champion of Champions event.

RACE RETRO TO RETURN

Following this year's cancellation due to flooding, Reis Race Retro will return to Warwickshire's Stoneleigh Park from February 21-23, 2025, with not only its 20th event but also its biggest show since the pandemic. Just about every type of motor racing is set to be represented, with display cars spanning rallying, hillclimb, touring cars, single-seaters, GT racing and more.

The show will also see the return of a dedicated and enlarged indoor autojumble as well as hosting Iconic Auctioneers' two-day classic and competition car sale. Outside, the Live Rally Stage will have more cars than ever before, with an expanded vehicle service area, as well as the popular passenger rides.

In addition, there will also be book signings, licence medical testing, rally driver and navigator training and the HERO-ERA Retro Tour, as well as specialist providers of parts and services, tools, performance tuning and memorabilia. What's more, Jaguar World's sister title Motorsport News has been confirmed as a partner for the 2025 show; the magazine will be there to celebrate its 70th anniversary, as well as 75 years of Formula One.

Show Director Lee Masters said: "We couldn't be more excited to bring all our amazing plans to fruition in 2025 after the weather upheaval this year. Reintroducing Hall 3, we'll host our biggest ever Pride of the Paddock competition. It will also be where you can find our fantastic special guests interviewed and signing autographs."

Tickets are now on sale for the show. For the latest updates and information, visit raceretro.com.

LOW VOLUNTEER NUMBERS PUT FREE SHOWS AT RISK

Concerns are growing for the future of free classic car shows if more volunteer marshals can't be found. Factors such as time constraints and even abuse from the public have served to limit the amount of people willing to assist with car parking, directing traffic, keeping cars inside the event, and heeding age cut-offs.

As free and low-cost shows surge in popularity, getting suitable staff has become harder, organisers say, especially when an eye is being kept on costs. Without the cars, there's no show; but without the show, cars won't gather.

Unfortunately, during one event that was well-documented on social media, Classics on The Green in Barrington, Cambridgeshire, lost a date from its calendar when, following abuse from members of the public, two volunteer marshals resigned on the spot. The show runs an age cut-off for classics; several people, wanting to bring newer cars in, wouldn't take 'no' for an answer.

Classics on the Green's organisers, Barrington Parish Council, and the Trustees of The Green Charity, published a statement on June 18 condemning the abuse experienced by its marshals, and paused the next event (July 5) to reassess matters of safety. "In future, there will be a zero tolerance for foul or abusive language towards marshals," it reiterated.

The event at Barrington resumed on August 2 to great success, and without further incidents: now also co-organised by the Royal Oak pub, with cars younger than 40 years old allowed into the show after 6pm, its last event of the season was due to take place on October 4.

Difficulties in recruiting volunteer marshals saw Quest Brothers Classic Cars, based in St Ives, Cambridgeshire, hand its show, A Classic Affair, over to a committee. "Free car shows very quickly outgrow themselves. One of the reasons we had to pass the baton over on that one was purely down to marshalling and just the amount of work that goes into setting these things up," said Andy Croucher, manager of Quest Brothers Classic Cars.

Its free show, Classics By The River, is held at the Pike and Eel Hotel Marina in St Ives, Cambridgeshire, and has a post-1990 cut-off. Andy continues to struggle in finding enough volunteers for this smaller show, for which, in his opinion, eight marshals would be ideal. He leaves contact details for every upcoming event in the hope that volunteers will come forward.

"You put the request out for marshals and volunteers; you'll get a couple coming through, but they very quickly cancel last minute," Andy continued. "When we try and do an event you've got the safety of the public walking around very much in mind: you don't really want cars driving in and out while your event is on. It gets more and more difficult to actually get it opened and the field laid out ready for people to arrive, and if you're down to three people running the whole thing, you end up running around like a headless chicken."

Time constraints and specific car knowledge are the key things needed from a volunteer – enough to enforce an age cut-off, at least. Unfortunately, that in itself has led to problems, as Andy explained. "If we advertise the event as Classics By The River, and someone that doesn't normally come to it turns up and it's full of new modern cars, then it's not what we're advertising."

The Federation of British Historic Vehicle Clubs (FBHVC) weighed in on the ongoing marshal shortage at free car shows, offering to update its guidelines to help show organisers.

Wayne Scott, FBHVC director of communications, said: "The Federation has worked in recent years on our Essential Guides to pool together 'best practice' and essential information for the historic vehicle community, and it sounds as if the community could benefit from a similar publication, this time focusing on creating a nice environment for volunteers. We will look at that if the demand is sufficient enough.

"The issue around abuse at events from visitors is seemingly increasing. Those who pull on a Hi-Viz and work for free to create the events we all love will all have a story about an incident that has happened to them. As a commentator, I can even give examples of situations witnessed, but you have to balance that with all the appreciation from the majority of 'normal' nice people. Again, it is not restricted to the historic vehicle community but an issue with wider society that manifests itself at our events."

It's hoped that with more time, the marshalling situation will improve next year; if free-to-attend shows have any budget at all, the likes of uniformed youth organisations – the Scouts, Army cadets, RAF air cadets, sea cadets police cadets, Guides etc will marshal for donations. ■

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THE **TWELFTH** AMENDMENT

Originally, there were no plans to install Jaguar's V12 engine into the XJ40, but doing so ultimately became a £35million stop-gap that led to its successor, the X300. We put them both to the test

WORDS: **CRAIG CHEETHAM** PHOTOGRAPHY: **PAUL WALTON**

They may be some of the most expensive and finest Jaguars of their era, but neither of these two cars was ever meant to be. It's a well-documented fact that the Jaguar XJ40 had one of the longest and most complicated gestation periods of any British car, but a lesser-known piece of trivia is that the car was never designed to incorporate a V-shaped engine.

Indeed, Jaguar's engineers went out of their way to avoid such an event. Although the company had its own V12, which had debuted in the Series I XJ12 and also powered the final generation E-type and XJ-S coupe, there was a sense of fear within Jaguar circles that the company's then owner, British Leyland, would force the company to incorporate the GM-Buick-sourced Rover 3.5-litre V8 under the bonnet of the new car and kill off both the six-cylinder and V12 Jaguar engines.

The Rover V8, of course, has its fans – many of them. But, to Jaguar purists, fitting a Rover engine (albeit one originally designed by General Motors) into one of Browns Lane's finest was nothing short of sacrilegious, and, as a result, the entire front structure of the XJ40 was engineered in such a way that there simply wasn't the width to accommodate more than one bank of cylinders.

The original plan was that the XJ40 would only ever be powered by Jaguar's new AJ6 engines, with the Series III XJ12 and Daimler Double-Six continuing to serve the small but lucrative market for V12 saloons, many of which were used by Government ministers.

But, such was the time taken to bring the XJ40 to market, the Series III was already fairly long-in-the-tooth by the time the new car arrived in dealerships. It soldiered on for a while, but when Jaguar was taken over by Ford in 1990, the writing was already on the wall for the older model.

Ford's analysis, though, showed that there was still a market for an even more luxurious 'premium' Jaguar, especially in territories such as the USA, where lower fuel prices meant that running costs weren't quite so much of a concern. Not only that, but key rivals BMW and Mercedes had both recently introduced V12 engines in the 7-Series and S-Class respectively, and Jaguar needed to remain competitive.

Quite what Ford's accountants must have made of Jaguar's original decision – to make it impossible to fit a V8 into the XJ40 – is difficult to imagine, not least because there were a number of the Blue Oval's own V8 power plants that would have been viable prospects, but, in the end, the decision was »

"The price of redeveloping the XJ40 (under the codename XJ81) would come in at more than £35million"

taken to reengineer the bodyshell to incorporate a heavily revised version of Jaguar's V12, which was already being developed for the XJS.

The price of redeveloping the XJ40 (under the codename XJ81) would come in at more than £35million – in isolation, a cost that Jaguar would have found extremely difficult to justify because the XJ40 was already heading into its dotage. However, the decision to develop the XJ40's replacement off the same basic architecture meant that the reengineering could progress unabated, based on the V12 also going into the XJ40's replacement.

The plan to replace the car had already been introduced ahead of its launch – a strategy employed by Ford in its operations throughout the world, and one that was certainly true of the car that replaced the XJ40 – the X300.

In order to shoehorn the new 6.0-litre V12 under the bonnet of the XJ40, Jaguar had to incorporate over 140 new or modified parts into the front part of the bodyshell – from »

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"The cabin feels like a very special place to be, much more so than the first of the XJ40s"

the bulkhead, which required a larger gearbox bellhousing, through to less complex but equally essential changes, such as moving the brake servo mounting points for all models.

To support the new engine, Jaguar's engineers also had to design a completely new subframe that was both stronger and took up less space than that of the six-cylinder models. The original XJ40 subframe was innovative insofar as it was a closed structure and filled with foam to aid refinement (though, in reality, this became the car's Achilles heel, as it trapped moisture and led to corrosion). The V12 subframe was much simpler – open metal, with nowhere for damp or road salt to accumulate, meaning far fewer complex corrosion problems.

The V12 engine was, naturally, much heavier than the six-pot as well, so Jaguar had to create stiffer, more heavy duty springs for the front end, which were compensated for by a smaller anti-roll bar to allow the softer and more cushioned ride to which V12 Jaguar buyers were accustomed.

Two separate suspension packages were developed – one slightly firmer for the Jaguar XJ12, and a softer

riding set-up for the Daimler Double-Six, which also came with smaller wheels in recognition of Daimler buyers' desires for greater comfort.

Under the bonnet, the V12 was immediately recognisable as a direct descendant of the original 5.3-litre unit. The capacity was increased from 5,343cc to 5,995cc, achieved by increasing the stroke from 70mm to 78.5mm, the bore remaining unchanged at 90mm.

Other changes included a revised cylinder head with flat-top pistons, a reduced compression ratio, new cylinder liners, inlet valves and camshaft profile, while new hydraulically supported engine mounts and a forged steel crankshaft further aided refinement.

A bigger starter motor and alternator would help to run the advanced electrical systems of the XJ40, which had far more complex electronics than the Series III XJ12, while twin fuel pumps and a low-loss catalytic convertor were incorporated to aid efficiency, such as it was.

An electronic engine management system was introduced, along with a much newer, more compact and more efficient air conditioning system.

The new unit may have been over 600cc larger than the 5.3, but it was only 1kg heavier thanks to the use of lighter materials.

Power was transferred to the road via a General Motors-sourced GM4L80E gearbox, which was better able to cope with the increased power output of 318bhp – 58bhp up on the Series III XJ12. It's ironic, then, that a GM gearbox was procured to allow the XJ40 to operate efficiently with a V-shaped engine under the bonnet, when it was a GM-designed engine »

that Jaguar's original engineers had tried their best to keep out of the car in the first place. It's also an anomaly in that the XJ12 was a car built by a company owned by Ford, but with a gearbox from General Motors – a rare co-operation between the USA's two major rivals.

The new-for-1993 XJ40 range was introduced on 7 December, 1992, with two models core to Jaguar's marketing campaign – the range-topping V12 and the new 3.2 'S' – a car aimed at fleet buyers and those of a slightly younger demographic than the traditional Jaguar buyer.

The two couldn't have been further apart in terms of where they sat in the line-up, but together they made the XJ40 range the most comprehensive and competitive it had been since the model's debut, ensuring that sales remained strong throughout its twilight years.

In total, 3,799 V12 XJ40s were sold between 1993 and the end of production less than two years later, in October 1994. Of those, 2,814 were Jaguar XJ12s and 985 were Daimler Double-Sixes.

The model's replacement, known internally as the X305, was based on the new XJ saloon for 1995, the X300, and was an integral part of the model line-up from the very start, with both short and long wheelbase variants available, again as either a Jaguar XJ12 or Daimler Double-Six.

Mechanical changes were limited to a new on-board engine diagnostics system (OBD) to meet US regulations, but dynamically the X300-based car was different – stiffer, leaner, yet somehow marginally more comfortable.

The V12 was a great car, but there were two things that killed it off. The first was that Jaguar was unable to make the car compliant with new emissions legislation launched in the US market in 1997, despite the new OBD system. The second was the small matter of Jaguar's new engine being ready, having made its debut in the 1996 XK8.

In one fell swoop, Jaguar had done what British Leyland's accountants may well have suggested back in the Seventies, and replaced both six- and 12-cylinder versions

of the XJ with a new family of engines: V8 engines, no less.

Both the XJ40 and X305 V12s are, today, opulent and beguiling cars from an era when Jaguar's technology really took a leap forward; but which of the two is the one to go for today?

XJ40 (XJ81) V12 – 1993-1994

It may be a Nineties car, but the XJ40 (or XJ81, if you prefer) feels older from behind the wheel. Its switchgear betrays its Eighties roots, while the square-edged styling and details such as the chrome door handles and door mirror cappings give it a traditional air.

That's not to say there's anything fundamentally wrong with it – indeed, the cabin feels like a very special place to be, much more so than the first of the XJ40s, whose dot matrix warning displays and digital switchgear aged far less beautifully than the later models' analogue layout.

There are certain details that set the XJ12 apart from lesser XJ40s, too. Chrome 'XJ12' insignia on the boot lid and glovebox lid, forged Lattice alloy wheels and a gold insert in the burr walnut door cappings reminding you that you spent at least £46,600 in 1993. That was a lot of money back then...

Bury the right pedal into the carpet and the XJ12 moves forward with alarming alacrity – more so than the 318bhp 'official' figure may suggest, though sources within Jaguar suggest that this was never anything more than a conservative estimate. Indeed, speaking to MotorSport magazine in 1993, Jaguar's Head of Powertrains, Trevor Crisp, said, "The figures are homologation levels. You have to file the papers early and we just kept on developing the unit. Talk of 325bhp-plus and you probably wouldn't be too far wrong."

One thing that really shines, though, is the power unit's smoothness. The V12 was always a refined unit, but in 6.0-litre form, and inside the saloon bodyshell, it's at its best, aided by the addition of the four-speed GM transmission (in lieu of the original three-speeder), which benefits from much smoother changes and »

"The X300 takes the XJ40 V12's sophistication to a new level"

greater high-speed sophistication. At cruising speeds, there are few more comfortable ways to travel.

Even on twistier roads, the XJ12 feels composed; the sports suspension fitted to our test car marks a nice compromise between stiffness and absorbency. The XJ12 is still a large, heavy car, and you can feel the weight shift under cornering, but the steering is precise, the ride supple and the grip levels reassuring. Dynamically, it's leagues ahead of the old Series III model, and is a much more reassuring car to drive.

There are downsides, of course. Plant the pedal and you can watch the fuel gauge take a visual nosedive, and although Jaguar made a big play of the model's improved efficiency when it first came out, you'll struggle to crack more than 16mpg-17mpg in normal use, with Jaguar's official urban mpg figure coming in at just 12.9mpg. The XJ12, then, will never be a cheap car to run.

It's also not really a car you can maintain easily. The V12 engine only just fits in the engine bay, and underneath the engine cover (which is there more for vanity than refinement), the same myriad of pipes and hoses are there to greet you as were in the Series III, but with even more limited access.

The XJ12 and its Daimler sister car, then, are the ultimate XJ40s: cars that represent the epitome of what the XJ40 had the potential to become, evocative of an era where more cylinders meant more status, rather than just more power.

Today, they're very much an anomaly. While the majority of enthusiasts will plump for the six-cylinder models, which are cheaper to buy, far less expensive to run and much easier to maintain, the V12 models will always be the ones to aspire to. And that's already reflected in the values – the days of picking up a 12-pot XJ for banger money are long gone because the vast majority of scruffy examples have already been broken for spares. The good examples that remain are still a fraction of their original £45,000-plus list price, but you'll struggle to get behind the wheel of a decent one today for less than £5,000, and they won't get any cheaper.

X300 (X305) V12 – 1995-1997

In many ways, the V12 engine suits the X300 (X305) generation of XJ better than the XJ40, not because it's any better in engineering terms, but simply because the X300's retro-inspired styling harks back to the original XJ saloon in which the V12 powerplant made its debut.

It therefore feels much more like a natural fit. In addition, the X300 was designed from the outset to have the V12 engine fitted, and although it relies on largely the same body structure as the XJ40, the later car has slightly better engine bay access.

It's also more modern, despite appearing initially more traditional. Details such as the remote central-locking key fob, body-coloured door handles, door surrounds and bumpers and flush-surface 20-spoke alloy wheels are all very much in keeping with other cars of the Nineties, while the leather-wrapped steering wheel is smaller, but with a larger central boss to accommodate the airbag.

That said, the similarities between »

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the two cars outweigh the differences. The dashboards are almost identical save for the wood inserts and minor switchgear (the electronic seat adjusters, for example, are mounted on the seat itself rather than the console), and while the later car has smaller seats, which in turn create better passenger space, headroom and legroom, the interior is otherwise largely the same.

Out on the road, the X300 (or X305 to give it its project name) feels somehow lighter and more agile than the XJ40. It isn't – it was actually 54kg heavier – but the slightly faster steering rack and firmer dampers of the later car make it feel deceptively smaller and lighter. There is less lateral movement in the suspension, too, with the car settling much more quickly on the lumps and bumps of the country roads around our test route – though this could be in part down to the fact that the car we used for this feature was from Jaguar's own heritage collection, and is the last X300 off the line and last-ever V12 Jaguar. Produced in April 1997, it went straight into preservation and, although regularly used, still has a very low mileage.

It's also notably quieter. The XJ40 V12 is far from rough or unrefined, but the X300 takes that sophistication to a new level with less wind noise thanks to its more aerodynamic door mirrors and enhanced door seals, plus better soundproofing. All X300s are a delight to drive, but this one is whisper-quiet and ultra-refined – everything it was designed to be.

Compared to its rivals in the day, the £53,450 XJ12 was still compromised. The Mercedes S-Class was far more technically advanced, while rivals such as BMW and Lexus could offer a lot more in terms of interior space and practicality. But none of these

SPECIFICATION

1993 **XJ40 V12**

ENGINE: 5,993cc V12
GEARBOX: 4-spd GM 4L80E auto
POWER: 318bhp @ 5,350rpm
TORQUE: 353lb ft @ 2,850rpm
0-60MPH: 6.8secs
TOP SPEED: 155mph (limited)
ECONOMY: 16.9mpg
WEIGHT: 1,910kg
PRICE WHEN NEW: £46,600
VALUE NOW: £8,500

could match the Jaguar's sense of occasion or its overall opulence.

With its poor fuel economy and aged technology – at least compared to the new family of V8 units – it's easy to see why the X300 generation was the last car to come with Jaguar's evocative V12 under the bonnet.

But, at the same time, it's a crying shame that it had to be put out to pasture. For while the X308 V8 XJs had plenty of merit of their own, none could match the decadence or overall lavishness of the last of the V12s – cars that took 'Jaguarness' to excess, and are icons of their own in the Browns Lane history books.

Choosing between these two cars is like being asked to choose between two very fine wines – one white, one red. They are both the absolute zenith of what the car they are based upon would become.

Their characters are similar, yet different. The XJ40 feels more old-fashioned despite the X300 looking more traditional in many respects. Both are refined and an absolute joy to drive, albeit an indulgence that will hit you hard in the pocket every time you stop to refuel – something that will happen with alarming frequency.

But which is best? In many ways, that's not a fair question.

One was the first fruit of a major engineering investment to create a new flagship Jaguar, a car that wouldn't have existed without £35million worth of development money and some significant engineering expertise, and should be celebrated as such.

The other was a refinement of that car, which took it a step further. So, while it's the XJ40 version that has perhaps the best classic car credentials, it's the later car that's the better overall package. But then, that's no more than you'd expect it to be. ■

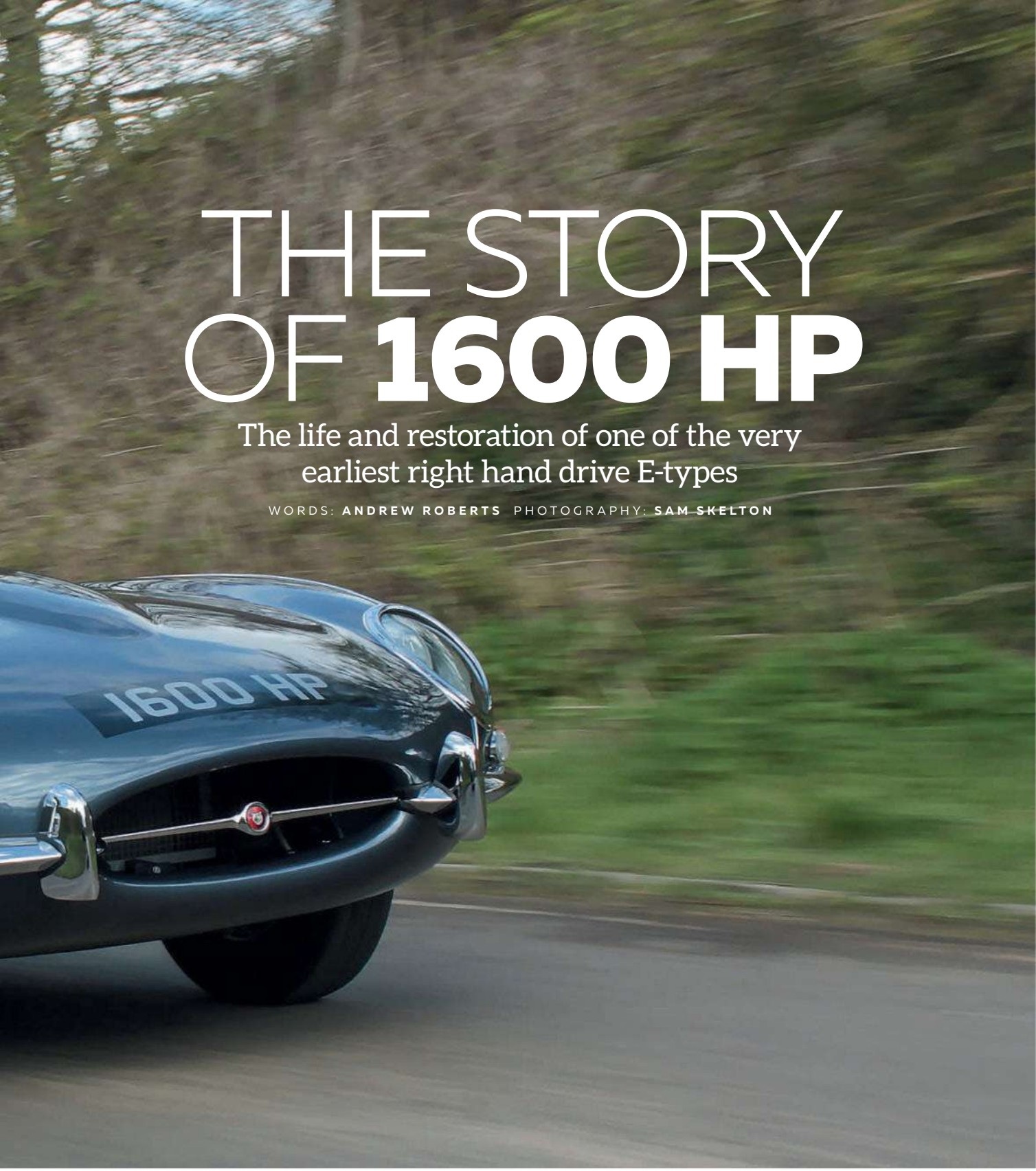
SPECIFICATION

1997 **X300 V12**

ENGINE: 5,993cc V12
GEARBOX: 4-spd GM 4L80E auto
POWER: 318bhp @ 5,350rpm
TORQUE: 353lb ft @ 2,850rpm
0-60MPH: 6.8secs
TOP SPEED: 155mph (limited)
ECONOMY: 18.9mpg
WEIGHT: 1,964kg
PRICE WHEN NEW: £53,450
VALUE NOW: £7,500

Any E-type is one of the few cars that merits the much-overused term "Iconic", but this is a very special example of the range. 1600 HP, Chassis Number 860005, is the fifth Fixed Head Coupe with RHD and the first with internal bonnet latches. Its custodian is Paul Knott, who says: "Almost since birth, my twin passions have been E-types and aeroplanes", and in 1985, when in his 20s, he bought his first example of the former. "It was a 1970 Series 2 2+2, which I owned for six years, but family pressures meant I had to sell it in 1991. My focus then moved to aeroplanes, and I gained my pilot's licence, but when I recently stopped flying, my passion for E-types resurfaced."

Paul then embarked on a quest for a quest which matched his exacting criteria. "What I wanted was a really good Series 1 that had been fully restored. It also had to be 3.8 Fixed



THE STORY OF **1600 HP**

The life and restoration of one of the very earliest right hand drive E-types

WORDS: **ANDREW ROBERTS** PHOTOGRAPHY: **SAM SKELTON**

Head Coupe because in my view it has that purity of line. This is nothing to do with what Enzo Ferrari said about the E-type; it is my personal opinion." As the oft-repeated story goes, the great man allegedly told Jaguar's test driver Norman Dewis: "What a beautiful car, we have made nothing better than that. The only problem, Norman, is it doesn't have a Ferrari badge on it".

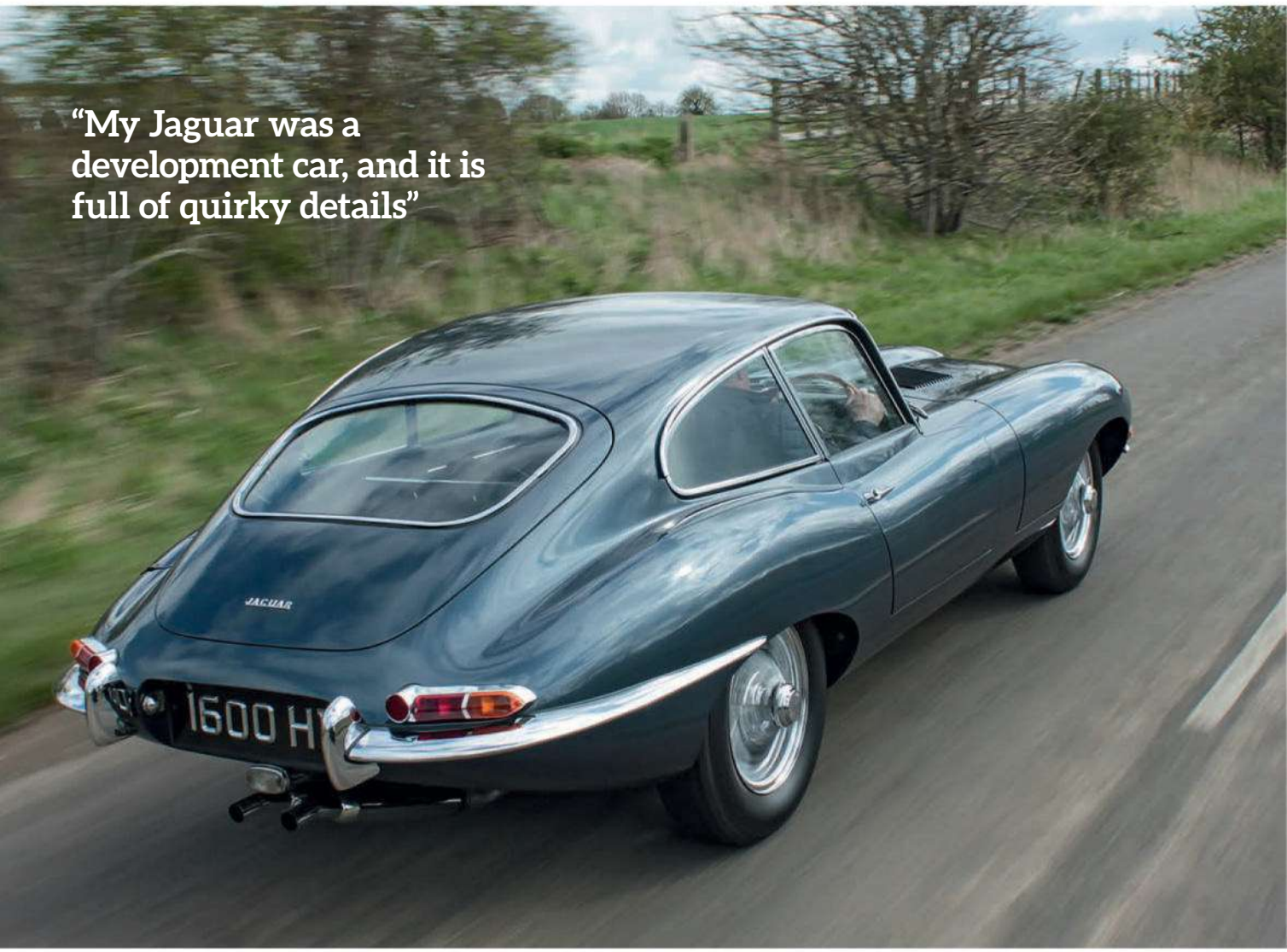
Another of Paul's requirements was "it had to be an original right-hand-drive car rather than a converted left-hand-drive model." In April 2023, Country Car Auctions was advertising just such a Series 1 on their Facebook page, but Paul did not place a bid - 'such an E-type seemed beyond my dreams."

However, 1600 HP did not sell, so Paul contacted the auction house to enquire what sum the vendor would accept. "I knew I had to find the deposit money, and the process took me ten days." Finally, the E-type was his: "Not »

just a beautiful 3.8 FHC but the first with the internal bonnet lock as the previous four cars had external locks. My Jaguar was a development car, and it is full of quirky details." As well as the GRP transition tunnel, and the flat rear bulkhead, there is the screw hole for the bonnet lock catches, the Lucas "Butlers" rear number plate lights, and a three-point carburettor linkage. Paul also notes that 1600HP has welded bonnet louvres, which appeared only on E-types made until Christmas 1961. Jaguar installed bonnet pressing machines during the factory holiday period shutdown.

Power for 1600 HP is from the high-compression engine with a 9.0:1 compression ratio, while further intriguing details are the seats and the wheels. Regarding the former, the very early models used 16-inch rather than 15-inch wheels as Browns Lane needed to use their surplus XK150 stock. In addition, as a UK-market car, it has painted rather than chromed wheels, while the E-type Roadster seats are due to the fact that Jaguar originally had no supplies of Coupe seats. Chassis No. 860005 began life at Browns Lane as a hand-assembled production prototype dating from August 1961. As Jonathan Wood notes in his indispensable book *Jaguar E-Type – The Complete Story:* "production only built up relatively slowly. Up until the middle of August 1961, output was almost exclusively concentrated on the roadster, with 372 examples built. Over the same period, only eleven fixed-head coupes were produced. From there on both body styles were regularly manufactured."

At first, 1600 HP was destined for John Surtees, but, as Paul notes, "in mid-September, the order was changed." Instead, Browns Lane dispatched the FHC on the 18th of September 1961 to New York City. Alfred Momo, of Briggs Cunningham fame, was the NY dealer who supplied the E-type to the president of Jaguar Cars North America. Any visitor to their premises at 32 East 57th Street would surely be mesmerised by such a car, which the company's US concessionaire also displayed around the country. Such promotional efforts were essential, given the importance of the States to Browns Lane; 80% of production was destined for that export market. The E-type's appearance at the New York Motor Show in April 1961 caused a minor sensation, and Road & Track wrote: "The car comes up to, and exceeds, our great expectations." That December, *Car and Driver* was equally effusive: "Our first



impressions on taking over this car are not easy to describe. The car is beautiful to look at from any angle, and it was said by many, who saw it in the flesh for the first time when meeting our test crew, that pictures so far published had all failed to do justice to its appearance."

Jaguar's US concessionaire employed 860005 until 1967, when they sold the Jaguar to the first of several owners. By 1984 the E-type's custodians were a Stephen and Cheryl Mamros of Lower Burrell in Pennsylvania. At one point, there were plans to convert 860005 into a hot rod with a Detroit power plant -fortunately, this ghastly plan was never realised. Paul's blood still runs cold at the idea of 1600 HP being transformed into a 'street rod", for this is the material of nightmares. However, two years later a Mr. Richard B. Lott of Monclova, Ohio, discovered the E-type, and he recalled on http://www.xkedata.com: "Mamros acquired the car as a rolling disaster. His intent was to use the rear end for a "hot rod" project, but he never gotten to it and had run out of garage space. »

The bonnet had been stripped to bare metal and not refinished. The rest of the body had been painted white... with a paintbrush. Virtually all of the leather, vinyl, carpet, and cloth was removed from the interior. The dashpad was split in half. The bumpers had been removed and thrown inside along with a few spares (like a new, boxed original dash and console aluminum set). But the car had never been wrecked except the under-nose pan (which had seen too many parking blocks) and was the only piece of sheet metal requiring repair or replacement. With fresh gas in a coffee can and a new battery, it actually started but it was not remotely drivable. But it was solid, and all the original parts were there."

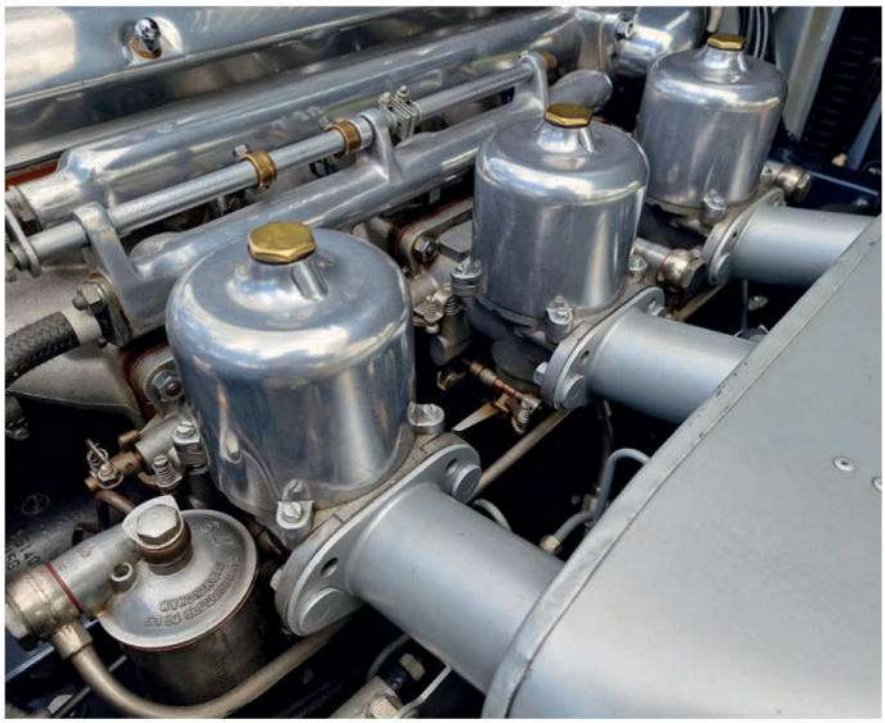
With a new battery and an infusion of petrol, the E-type returned to the road, and in November 1989, Lott had it restored by Elite Classics of Monclova, Ohio, under his supervision. "The vehicle was totally disassembled, and the monocoque dipped. Every component was rebuilt, renewed, or replaced." The process was completed in September 1991, and by 1992, the E-type was ""Best of Show" at the Concours D"Elegance in Dearborn, Michigan." Lott sold the Jaguar in 1996 to the Japanese collector Matsuo Yoshida, and Paul thinks 1600 HP returned to the UK circa 2012. Two years later, it underwent a further major restoration by Classic Motor Cars.

"A decade later, the burning question remains - does the E-type live up to Paul's hopes and dreams?"

A decade later, the burning question remains - does the E-type live up to Paul's hopes and dreams, which date back to the 1960s? His answer is: "This car is everything I wanted and dreamed of – and more. Not only is it a Series 1 FHC, but owning a car of such provenance makes it even more special. My original goal was an E-type that I could regularly drive, but this one is so precious that I can only drive within an hour's radius of my house. I do take it to local shows, but I never drive it in the rain." Naturally, as with any great car, 1600 HP has its minor drawbacks. The seats were the subject of adverse comments from the motor press of the early 1960s, while Paul observes: "At the age of 63, I have to practice making an exit and entrance from the E-type if I do not want to look like a complete fool! It seemed easier with my first one, but that was a 2+2, and I was a lot younger then!"

Further issues include the heater,

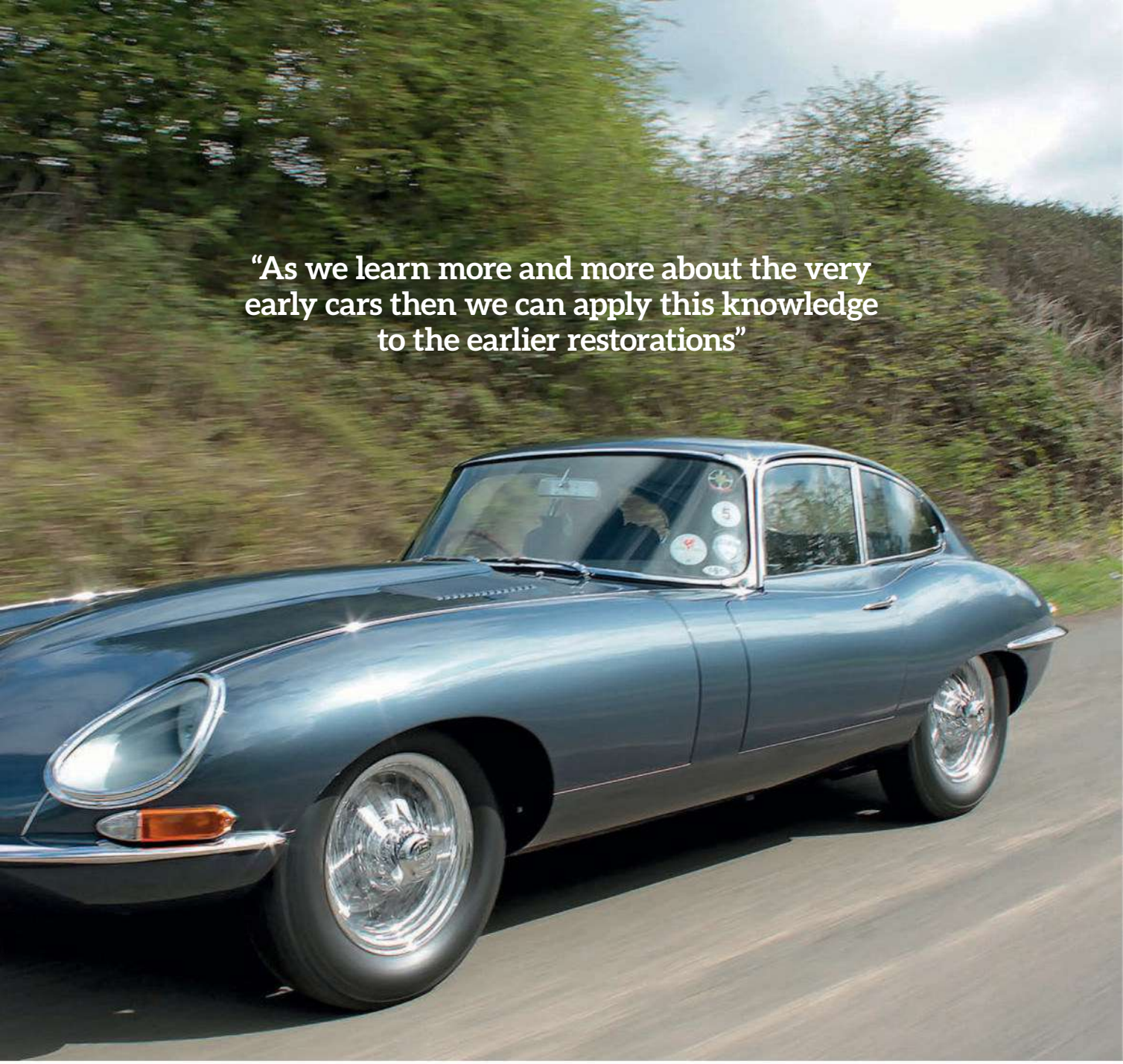
which was not a Jaguar strongpoint at that time, and the driving position. In June 1962, the company responded to customer complaints and revised the front floorpan to create more space for the occupants' legs. Paul remarks: "If you are tall, there is just not enough seat adjustment. The position of the steering wheel can be altered, but you still have to adopt a "bent knees" look when driving, and joints can become cranky when you are a certain age." The Moss gearbox is another challenge, and in 1961, *Car and Driver* complained: "The transmission has such poor synchromesh that gears are never changed needlessly." In Paul's opinion: "The lack of synchromesh on bottom gear is very noticeable, and as it is a four-speed box, you feel as though you are about to run out of ratios when travelling at 40-50 mph. In fact, you can use fourth gear when driving down your local high street. My car was fitted with another five-speed box when it was in the USA, but a previous owner »



returned to its original format on the E-type's return to this country. I do not want to fit overdrive or modify the transmission in any way as this is to be a car in completely original condition."

But these elements are mere trivialities compared with the experience of owning one of the world's oldest E-type FHCs. In Paul's words: "You have to look at it in terms of other sports cars of that era. Just look at the technical specification: all-disc brakes, independent rear suspension, and monocoque bodywork. I also own a 1960 Daimler SP250, and there is no comparison; in fact, I would put the E-type on par with a Rolls-Royce." In addition, 63 years ago, no other sports car could offer such a combination of performance and value for money. 1600 HP would have cost £2,196, compared with £3,967 for an Aston Martin DB4 or £6,326 for a Ferrari 250GT Farina Coupe. In terms of driving, "the only elements this Jaguar has in common with my 2+2 are the view over the bonnet and that famous aircraft cockpit-style instrument panel. As an aeroplane fanatic of many years, this greatly appeals to me. I have never driven a 3.8-litre version with a standard compression engine, so I cannot make any judgement about how the power in my car differs. I just know this E-type more than fulfils my dreams."

Since acquiring 1600 HP, Paul has 'spent a load of money on detailing, down to the original slotted head screws that finish off the indicator clusters." Moss Jaguar Ltd. undertook this exacting work, and the company's owner Angus Moss says: "As we learn more and more about the very early cars then we can apply this knowledge to the earlier restorations." Paul believes such painstaking attention to detail is essential – "I regard myself not so much the owner of this E-type as its custodian." As for the public reaction, "it is usually one of amazement, and when at shows, they are often fascinated to read the little card in the windscreen detailing



"As we learn more and more about the very early cars then we can apply this knowledge to the earlier restorations"

its background." Their responses to the 1600 HP echo *The Motor* report from the 1961 Geneva Motor Show, where visitors regarded the E-type "with something close to incredulity."

Such responses are wholly understandable on seeing the Knott FHC, for after more than six decades it still conveys that shock of the new in all its Opalescent Dark Blue glory. To have an idea of how such an E-type must have appeared to the average British motorist of that era, take a look online at the newsreel footage of the Jaguar being evaluated on the M1. It is a vehicle that looks so different to the police Ford Zephyr Mk. II Estate hovering in the background and the other traffic as to be almost surreal, and that is before its performance is even mentioned. Over six decades ago, a car capable of 150 mph would have seemed virtual science-fiction to the average Hillman Minx or Standard Vanguard owner.

Perhaps the best way to summarise the importance of Paul's E-type in terms of both Jaguar's history and post-war motoring is to quote two famous press reports. The first is the *Autocar* road test of 1961: "Critics will find precious little to complain about and competitors will be hard put to match any of the main talking points of performance, handling, ride comfort and price." As Paul says, the E-type really did stand alone. The second is from the great L.J.K.Setright, who wrote: "It would have been absurd not to be obsessed with it; the very idea that it was possible to buy in the 1960s a mass-produced two-seater of modest size, dramatic appearance and quite fantastic performance for less than £2,100 (apart from tax) smote the entire motoring world with a sense of awe that it had not felt since the unveiling of the original XK120." Paul says, "I am responsible for a car that is a historical artefact I can use and enjoy." And 1600 HP will continue to evoke that sense of awe for generations to come. ■

THANKS TO: Paul Knott and Angus Moss of www.mossjaguar.com

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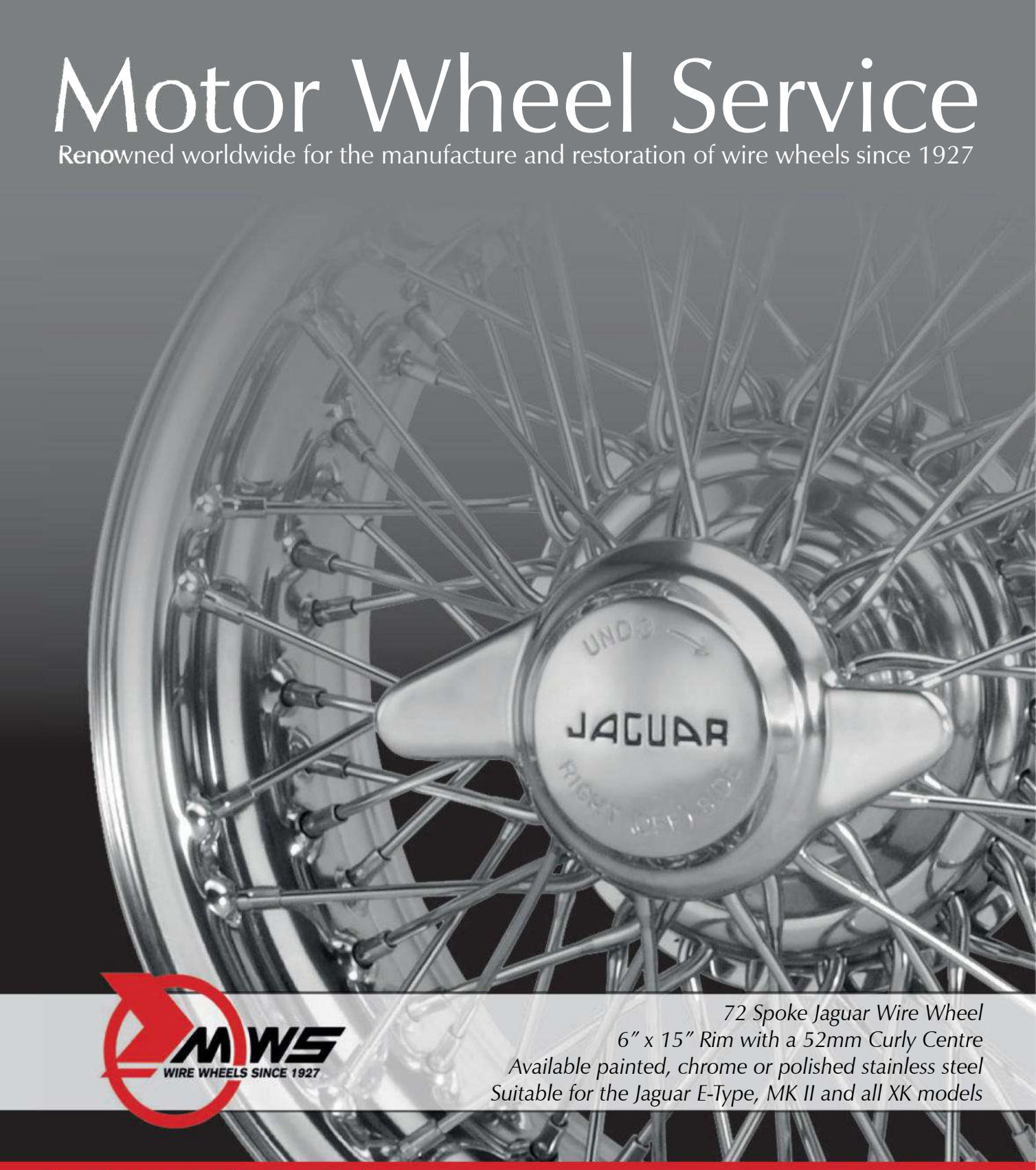

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GRANDPA WAS A BAD INFLUENCE

Peter Leech's grandfather sparked a lifelong obsession with the Jaguar marque, one which has culminated in the ownership of his dream car

WORDS: **PETER LEECH** PHOTOGRAPHY: **PETER LEECH, PAUL WALTON**

My love affair with Jaguars started at the tender age of about 8 (that would have been around 1959). My grandfather Percy lived just outside Leicester and was a Jaguar fan, I remember my first experience was when he arrived one day at our farm in Lincolnshire in a huge black MkVIII saloon complete with wheel spats that he had just bought second hand at about 3 years old. It seemed huge, long and mean in black, it was made more mysterious to a young and impressionable boy by the fact that the previous owner had lost a hand somehow and had made a lot of marks on the steering wheel and other controls with his hook. My mind ran amok with thoughts of Captain Hook driving around in a big black Jaguar! In those days before prosthetic limbs were well developed a hook was often used in place of a hand. Grandpa didn't seem to mind this but was impressed with the specification and performance of his new Jaguar and keen to show it to us and take us for a spin. He was a bit of an engineer as was my father and I had the early curiosity of wanting to see and understand how everything worked.

We opened the bonnet and that was

my first sight of the impressive twin overhead cam six-cylinder XK engine, the car also had automatic transmission which was rare and unusual at the time. Now Grandpa Leech was known as a bit of a fast driver so now he had a fast car we knew it could be of a hair raising drive. We went to Sleaford - about 8 miles away - on the way there is a 3-mile straight road from Ruskington to Sleaford with a junction half way along it called Speedway corner, you were supposed to give way at the junction but visibility is excellent in all directions and as Grandpa was getting the Jag wound up he didn't want to slow or stop for the junction. As there was no traffic about we went through it at something over 90mph, somewhere along the way we touched an indicated 100. This event made a big impression on the 8-year-old me, especially the sight and sound of that engine and the indicated 100mph in such a big car. Grandpa went on to own several other Jags and as an old man pranged a Mk2 driving too fast on the M1 soon after the extension to Leicester was opened in 1964.

"Working on that magnificent XK engine for the first time I was reminded of my early experience with Grandpa"

Those early experiences left their mark, I was always looking for an opportunity to own a Jaguar, my dream car even back then was the XK150 in DHC form that was in production at the time of my first Jaguar experience. However, through my working career of many company cars and my passion for classic cars which included many British makes including MG, Triumph, Austin Healey etc I couldn't ever afford an XK150 so I didn't own my first Jaguar until 1987. Even that was almost by accident.

A cousin of mine bought a yard with a large shed on it for his business in 1987, he called me to say that as part of the deal there was an old Jag that didn't work in this shed and that if I could clear it quickly, I could have it for a very low price. I immediately went along and found it was a 1964 S-type in visually "not bad" condition. It was covered in dust and muck, had flat tyres, no battery and a supposed broken engine. We towed it home on a rope about 15 miles and gave it a good inspection. The body and paint were good, the interior very good, the only thing really wrong with the engine was the head. The spark plug threads were completely gone in one bore and badly damaged in several others, impossible to keep plugs in and tight. So, I removed the head, had all of the spark plug holes heli-coiled, cleaned it all up and put it back together. During this process of working on that magnificent XK engine for the first time I was reminded of my early experience with Grandpa and although I am a confirmed sports »

"I ran my S-type for a couple of years but really wanted to be back in sports cars, so sold it and bought an XK140 DHC in part restored state"

car nut, I was excited to see how well the S-type would go once repaired.

I was not disappointed it ran well, was very powerful and with the manual overdrive gearbox drove very well. I ran it for a couple of years but really wanted to be back in sports cars; so sold it for a decent profit and bought an XK140 DHC in part restored state.

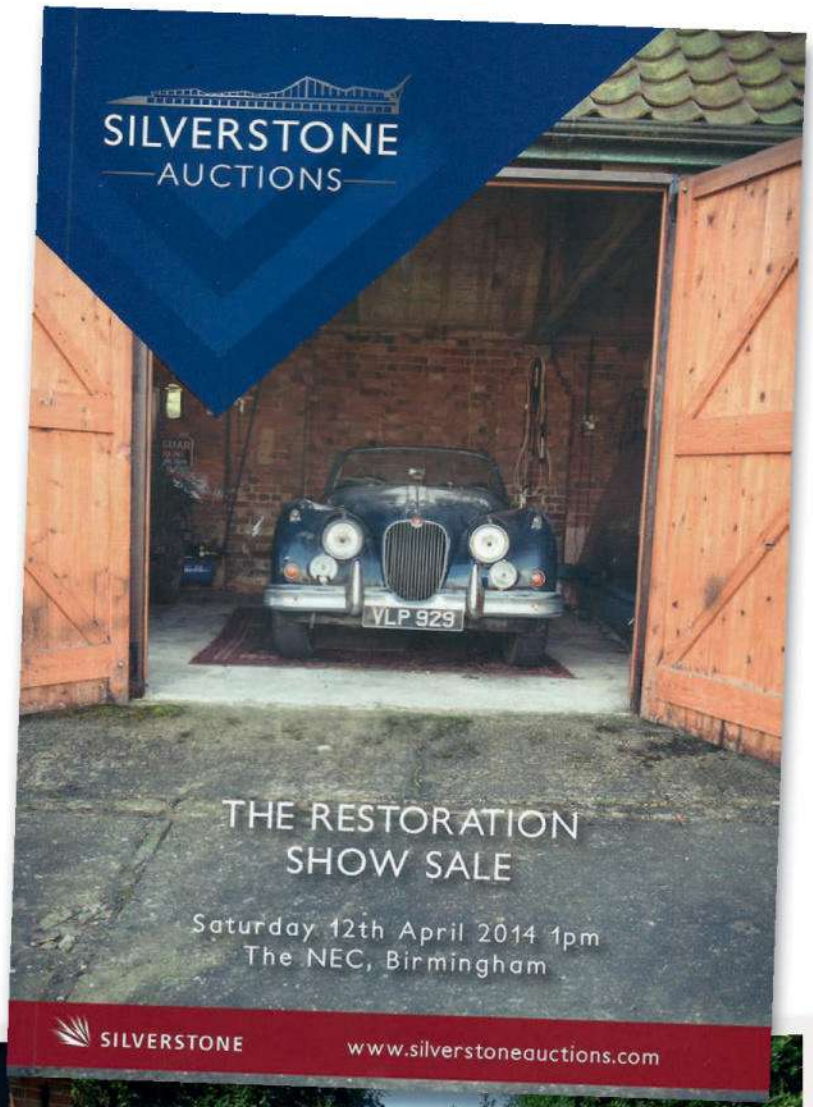
The XK140 was a US import with automatic transmission which I bought in 1989 for £8,000, it was part restored in that the bodywork was essentially done apart from paint and it had been converted to RH drive but it needed everything else doing, as I prefer mechanical work to body work this appeared to be an ideal project. However when I realised how much was missing - the compete interior including instruments and seats, all the glass, hood, chrome etc - and that all the mechanical parts needed going through, I priced it all up and realised the cost of the parts was going to come to more than the completed value of the car. As I didn't have thousands to throw at a project in those days, I decided to get the engine running at minimal cost and sell it on, which I did for a reasonable profit. So that was my first failed attempt at restoring an XK.

That was in 1990 but it was not to be until 2007 that my next experience with Jaguars occurred, my time taken up with career development, house moves, children and other vehicles such as my vintage Alvis, Triumph Stag and Series 1 Land Rover.

In 2007 I decided I needed a proper

modern sports car to replace the Triumph Stag I had just sold. As I was very keen on V8 engines after the Stag I thought that the new XK was an excellent choice, with a great V8 engine. I also thought that surely the early ones had reached the bottom of the market and would start going up. I found and bought a 1998 XK8 convertible in a lovely metallic Sherwood green. The car had had an early engine replacement due to the Nikasil liner issue, so I knew the engine was good. The auto box failed in 2012, as it was something I couldn't fix myself it cost quite a lot to get fixed. I then decided to sell and try once again to buy into the classic XK market which was still prohibitively expensive for my budget. I was disappointed that modern XK values had continued to decline during my ownership and had to take a substantial loss plus the auto repair when I sold it in 2013.

Nonetheless having just taken early retirement I was determined to buy an XK150 DHC, and with time available looked for another restoration project. Constantly trawling the internet sites, I found one which looked ideal at an Aston Martin dealer in Yorkshire. Apparently a slightly eccentric Englishman moved out to Sicily in the 1980s and over the years bought several British sports cars - which he drove until they broke. Then he parked them in a shed and bought (imported) another. When he died in 2012 his executors opened the shed and found about 6 British sports cars still bearing their UK registration »



plates in various stages of disrepair.

Word spread quickly with the rumour that they were mostly Aston Martins, so my dealer immediately got on a plane to Sicily found the shed and the executors and bought the whole job lot, he then had them shipped back to the UK. When his containers arrived, he found he had several Aston Martin DB5 and DB6 of different specs and a Jaguar XK 150. Being an Aston man, he immediately advertised the XK150 in an as found condition. The car was complete, and while looking very shabby appeared not to need a lot of body repairs.

When I got it home, I carefully dismantled quite a lot of it to determine exactly what I had bought, the car was a genuine UK RHD model and had clearly been in the UK long enough before export to have quite a lot of corrosion in the lower panels, boot floor etc. In addition I found it was not the original engine. Again, I did a very careful pricing exercise and even though good XK150s at the time were making £100k plus I couldn't make the sums work even without counting my labour. So, reluctantly I decided to put it back to together, still looking like a barn find and sell it on. I did all the paperwork for NOVA importation and negotiated with DVLA to retain the original registration number and obtain a new V5 thus adding some value.

"When I got it home, I carefully dismantled quite a lot of it to determine exactly what I had bought"

I decided to sell it at auction and found to my good fortune that Silverstone Auctions were holding a classic car auction at the then new Classic Restoration car show at the NEC. They were looking for barn finds and were very excited when I offered them this car, so much so that they sent a professional photographer to take pictures and featured the car on the cover and the centre 2 pages of their sale catalogue. Consequently, with all the promotion and being star of the auction, it made an amazing price and sold for £20,000 more than I had paid for it, quite a result. I understand it went to JLR Classic for a full restoration and is now on the road. I wonder where it is?

Not deterred by two failed attempts at restoring an XK and armed with the auction proceeds I decided to buy one that was good or had been restored. I still could not afford the six figure sums being asked for the best ones so had to search long and hard to find the right one. I was also picky about colour and had decided that the darker colours of green and blue make the XK150 stand out better than the lighter colours. I went to see a few cars, but they were either not good enough or too expensive for their condition. I kept seeing an advert for one in Switzerland and started to

correspond with the owner. I figured that as it was complicated to buy and import a car from Switzerland then the price could be negotiated down to a more sensible figure.

This was a late model XK150 built in August 1960 as a UK car and was sold by Henleys in London, it was Indigo blue with manual overdrive transmission and had been fully restored in Switzerland around 2003. It appeared to have the original engine and gearbox and although originally had light grey upholstery it was now tan. Following lengthy exchanges, conversations, and photos a deal was struck, subject to inspection. It was located near Montreux at the East end of Lake Geneva so together with a friend we flew into Geneva, hired a car and drove to Montreux. The car was as described and drove well enough, so the deal was finalised, monies transferred and the whole day spent in the registration office organising export documentation, new number plates etc.

We had planned to drive the car back to the UK so the first step was to drive back to Geneva airport to drop the hire car and then head north, we planned to fill both cars with fuel before returning the hire car. The XK fuel gauge was reading ¼ full so assumed I had enough »

to get there but it ground to halt on a four lane stretch of motorway near Lausanne, still showing ¼ full.

My friend Mark had to carry on then get off the motorway find a garage, buy a fuel can and get back on and back to where I was. As Switzerland was outside the EU and UK was still in the EU we would be importing the car into the EU as we crossed the French border so decided to take a mountain route and cross at a small town on a minor road. The drive back to UK was uneventful but the car did not run that well, and I made a list of about 50 points that needed attention, mostly minor, starting with fix the fuel tank sender unit. Back home there was a lot of paperwork to do to complete the NOVA import documentation, but I had some experience having done it for the one reimported from Sicily. You then must pay VAT but as it's a historic vehicle and originally a UK car it is reduced to 5%.

I could not and still have not been able to find the original registration number so asked DVLA to give it a London series number from 1960 as it was sold new by Henleys, this

"You need to be fit to contemplate long journeys in an XK150, so I decided to buy something more modern too"

they did, and it now carries 136 UYH. If anyone knows of the car in its early days (Chassis number S 827635 DN) especially if they know the registration number, then I would love to hear from them.

I have now owned this car for 8 years, it is essentially built to fast road spec in that it has the original 3.4 litre engine block but is fitted with a 3.8 straight port head from a 1966 Mk2 and has the inlet manifold and twin HD8 2" carburettors from a 420G. I have done a lot of work on the car over the years, it now has the engine and all mechanicals well sorted, it has electric power steering which I made myself and is all set up correctly with electronic ignition, it performs extremely well and is a pleasure to drive. I have just completed a 2,000-mile tour around the coastline of Scotland.

Finally, I bought an XJS earlier this year, the reason for the purchase was that my wife had a stroke in 2021 and we had been planning a big trip around Scotland for some time for September 2022. Although recovering well we didn't think she was up to 2,000 miles in the XK because of the noise levels, minimal heating, bench seats, no head rests and so on. You need to be fit to contemplate long journeys in an XK150, so in an effort to make life easier for her I decided to buy something more modern with more comfort. I decided on an XJS and decided the best spec was a late model with the facelift body styling, convertible of course and with the smaller more economic engine the AJ16 4.0 litre. After a good deal of searching, I

found one that had essentially one lady owner and had never been on the road during the winter, also in a dark colour, which I favour. I bought the car at the right price although with that lazy US style auto box it is much more a cruiser than a sports car. Unfortunately, my wife wasn't up to the trip in any car so the XJS has hardly been used, I went in the XK150 which is by far my favourite drive.

In addition to the two Jags, I seem to have evolved into a proper JLR fan as my stable is made up of 5 vehicles all being JLR products. It includes a Series 1 Land Rover which I have owned for 26 years and fully restored myself, a Land Rover TD5 Defender and a nearly new Discovery.

In May this year my daughter Alice got married to local farmer Matthew, they we quite insistent that used all my classic vehicles for wedding transport. The groom and best man arrived at church in the XJS, the bridesmaids were transported in the Land Rover and I drove the bride in the XK150, Not an ideal wedding car, not much space to pack all the wedding dress in but when the bride insists there's always a way. They were transported back from church in a transport box on the back of my 50 year old John Deere tractor. ■

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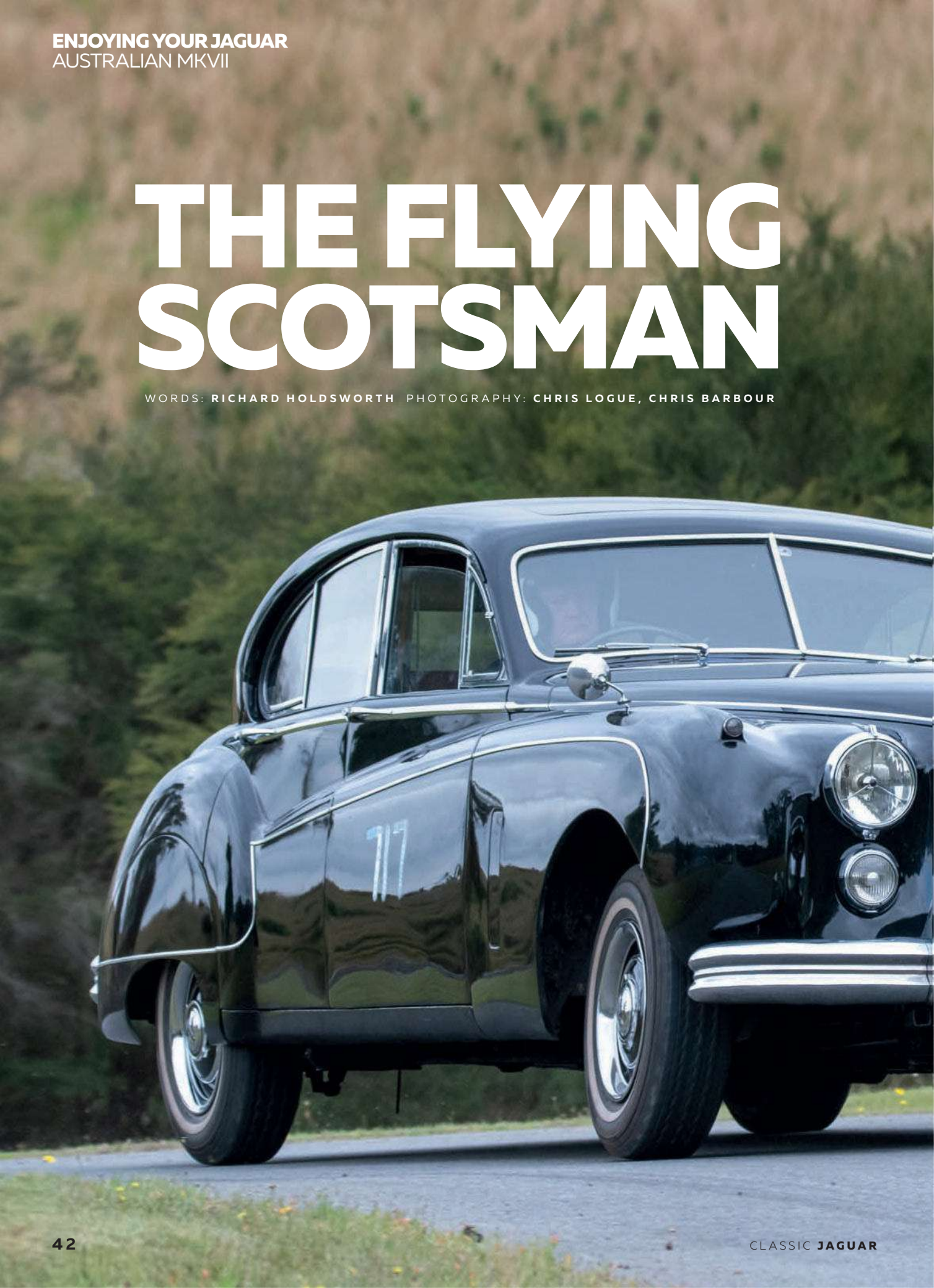
THE FLYING SCOTSMAN

WORDS: **RICHARD HOLDSWORTH** PHOTOGRAPHY: **CHRIS LOGUE, CHRIS BARBOUR**



Chris Logue is one of those remarkable men who seem to have spent a lifetime on race tracks; Brands Hatch, Silverstone, Donington Park, Castle Combe to name just a few. Now he's adding international circuits in his adopted country of Australia to that impressive list.

We caught up with Chris at the appropriately named Rob Roy Hillclimb, just north of Melbourne, with deep valleys and challenging gradients and surrounded by the ever-present Gum Trees and the occasional Kangaroo looking on. It is run by the MG Car Club Victoria but Chris was one of the invited guests piloting his MkVII Jag and, as the announcer said, "A brave man with more than one-and-a-half tons of metal and automatic gearbox on our hill."

He didn't disgrace himself although the organisers had inserted a chicane which took him by surprise resulting in the MkVII ending on the grass for one run. Chris had intended to bring the speed down to almost walking pace for the chicane so that first gear would be engaged by the automatic gearbox but such drastic measures were unnecessary as the chicane was removed for the Sunday's runs and Chris chalked up creditable times for a car that is hardly designed for hill climbing. "The hill without the chicane suits me and the MkVII better and we had a very enjoyable day... we will be back..."

IN THE UK

It was in 1979 when Chris starting racing. He had joined the Classic Saloon Car Club and was at the wheel of a Rover P4. He refers to the P4 as "Auntie" and it was more "wrestling" rather than driving. "It was at Donington on a rather wet day when the terminal understeer got the better of me and I wrote the car off..." He then raced a Wolseley 15/50 for the next six years but it was during that period that he had his first race in a Jaguar - a MkX automatic.

He had been inspired while watching Trevor Wilkinson in a MkX win the first ever CSCC Pre '66 race in the rain at Silverstone. It prompted Chris to enquire of his mechanic friend if he could try the guy's redundant MkX on a track some time, the car lying forlorn and unused in his back yard. "We dusted it off, got some second-hand XJ6 wheels and tyres, fitted the racing seat from my crashed Rover and took the car to an acquaintance's private track day at Goodwood."

It was his first taste of being behind the wheel of a Jag and the question begs, "Well, how did the big Jag perform, Chris?" And we are rewarded by a smile. "I was pleasantly surprised »

Paddock Bend, Brands Hatch, in 1989 and the Mk8 was dropping oil before being black flagged by marshals.

Mallory Park in 1989 and Chris takes the Mk8 round the outside of a feisty Alfa-Romeo. The contest was joined throughout the season.

how well it handled, and how quiet and luxurious after the harsh and raucous Wolseley." It seems the roominess of the Jag had other advantages too. "Among the other participants was a chap with a go-cart. I spotted him broken down in the infield so I stopped, put the cart in the boot of the Jag and took it and its driver back to the paddock."

One round of the Classic Saloon Car Club series at Brands Hatch gave Chris and the MkX a chance of real competition. It was on the GP circuit and it was wet again. Chris got past several cars but the brakes faded around half-distance resulting in what Chris calls some lurid cornering. He finished mid-field but when joining friends in the grandstand after the race he found them joking about how much the commentator had complimented the MkX. "He was so enthusiastic about your performance that we thought you must be a close relative..."

Chris was inspired. Apart from the brakes, the one complaint he had was the over-sensitive power steering. He got his mechanic friend to weld-in a steering pump by-pass controlled by a solenoid valve. "I could switch off the power assistance when on the track, transforming the feel of the car on corners. In the paddock I flipped the switch and enjoyed the luxury of power steering as I drove home."

He then entered the MkX in a Jaguar Pre-68 race at Castle Combe where practice went well and the marshals clapped enthusiastically on his way back to the paddock. Despite the bog-standard spec of the car, he was mid-field on a grid filled with highly competitive saloon cars.

> **"The car hit the banking and seemed to stand on its nose"**

Chris reminds me that back in 1968 there was no chicane on the approach to the Old Paddock corner and he went into the corner very fast. "I remember it was halfway through the race and as I turned into the corner, one of the second-hand front tyres deflated. The car hit the banking and seemed to stand on its nose before crashing back to earth again."

He remembers the moment vividly as well he might. "It took the wind out of my sails and I also realised I had bashed my knees on the bottom of the dash. But apart from this I felt okay and started crawling up the banking to be greeted by a guy who turned out to be a retired doctor. He stared intently at my face then started asking trickly questions including how I spelt my name. Then I had to spell it backwards. The reason eventually dawned on me. I am blind in one eye as a result of a childhood prank which results in a bit of an outward squint and because of this he thought it was a brain injury from the accident!"

The doctor insisted Chris got a ride back to the medical centre in an ambulance where the attendants subjected him to more tests before dabbing antiseptic on his sores knees and sending him on his way. The car was not so lucky - it was bought by Dick Bradley for breaking.

A couple of years later a Jaguar MkVIII came up for sale. Chris still had the Wolseley so that was sold and the Jaguar was bought from a friend, George Lawrence, and George came to watch as Chris put it through its paces at Brands Hatch. During practice, the back-end of the car was sliding all over the place and other cars were doing the same. It was only then that Chris saw the low oil level light had come on. "George was mortified by the leak, climbed beneath the car, re-sealed the oil filter cup and generously changed the oil and filter before handing the car over to me." Chris hid from the other drivers!

TOO MUCH FOR THE MOUSE!

The second race in the MkVIII was at Silverstone. George came along once more to give moral support but on the grid Chris inadvertently selected reverse and the car shot backwards causing chaos although, thankfully, no damage. During the race there were more problems as Chris felt a vibration from the rear-end – he drove gingerly back to the paddock to find that a rim

The Mk7 at home in Eltham, a pretty suburb north-east of Melbourne.

was detaching from the centre due to a poor weld. "All this drama became too much for George and he never joined me again at a race track..."

The traumas were not over for the MkVIII and its new owner. At Donington, one of the half-shafts broke as Chris went through Redgate. The half-shaft and its wheel went bouncing across the track. The RAC to the rescue but not before failing to comprehend the severity of the problem nor the right solution for getting the car back home. A mechanic with a van appeared first, then small truck before the original request for a truck and trailer was grasped. Chris tells us it was much later that evening before he got home to enjoy a post-race dram!

George stayed at home after this incident but it wasn't only George who lost his nerve. Chris relates how he determined a mouse had set up residence in the headlining of the car. "After the half-shaft incident and losing a wheel at speed and some frenetic sawing at the steering wheel, I never heard from the mouse again. I calculate it couldn't take much more."

The small Lydden Hill track in Kent has been enjoyed by Chris many times. He says it was like driving a car with automatic – he found the Mk8 could stay in third gear for the whole lap once he had got off the grid. But if that sounds slightly boring – other events certainly weren't. His dead-pan face gives no hint of what he is going to tell us next. "Going into the last corner of the last lap and with the chequered flag a few feet away, a Morris Minor tried to overtake... he spun off, hit the tyre wall and shot backwards across the track right in front of me. There was nothing I could do, hitting him amidships to push the Minor across the finish line to win the race sideways..."

It was not the last of the excitements for Chris, the MkVIII and Lydden Hill. This time an A35 tried to pass him at Devil's »

Chris Logue with wife Ailsa. Chris still enjoys competing in a range of Jaguar cars on both sides of the world. It is a remarkable career spanning five decades.

Elbow. "The driver got it wrong, bounced off my rear wing then rolled over and over down the infield. All I suffered was a small dent in the rear wing."

This Jaguar was sold by Chris after a few more years of fun and incident packed racing. The new owner didn't keep the MkVIII long and the next time Chris came across the car, it was sitting among wrecks and a heap of scrap outside a farm building – fortunately, that is not the end of the tale. Over to Chris again. "Out of the blue I got a call from Anthony Lumley who had just bought it in its derelict state. Anthony was setting out to restore the car to its former beauty and its history would help him." Chris knew the original builder of the Jag and was able to provide the mechanical history, chapter and verse. But it wasn't only the mechanical side of the car that needed help – it was bereft of doors, bonnet, boot lid and dashboard. And more.

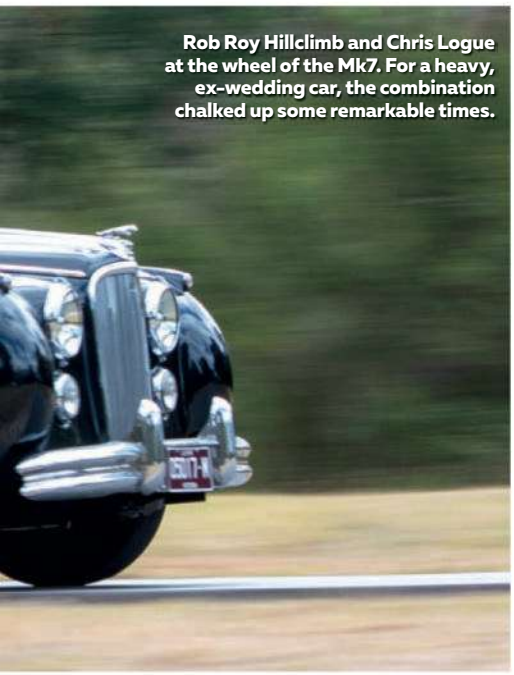
In 2000, the Managing Director of the fledgling Racing Green Cars asked Chris if he would pass on some of his not inconsiderable knowledge of prepping a MkVII Jaguar. The man at Racing Green Cars was building a MkVII for the track and when the car was finished and Chris was asked if he would mind getting behind the wheel to give it a good old shake-down which Chris was pleased to do. "The car went well and the owner entered it in the HRDC 45-minute series with a co-driver. And they ran the car in the wonderful Goodwood Revival Meetings on a couple of occasions." By 2010, the co-driver wasn't available and Chris was offered the seat and he raced along with the owner for the next five years. "It was a very pleasant time – all I had to do was get behind the wheel rather than being responsible for preparing the car. He also raced an XK150 which I got to drive on occasions."

FLYING SCOTSMAN DOWN UNDER

In 2016, Chris and wife, Ailsa, sold the UK home and moved to Australia to be with their children who had immigrated to Melbourne in the State of Victoria. Chris tells me that daughter, Jenny, who is 42, was the

The esses at Mallory Park and the Alfa claimed the inside line on Chris and the Jaguar Mk8.

The first outing for the Jaguar Mk10 was at a very wet Brands Hatch in 1986. Chris had just overtaken a Triumph 2000 much to the delight of the race commentator.



Rob Roy Hillclimb and Chris Logue at the wheel of the Mk7. For a heavy, ex-wedding car, the combination chalked up some remarkable times.

UK's first female rollerblade champion. Son, Andrew, 44, works in IT for the ANZ bank. He is married with two little children and when not working continues the adventurous spirit of the Logue family; his forte is rock climbing, running and cycling.

For Chris, the move to Down Under told him that his days of classic Jaguars were over. "But temptation got the better of me and I blame, in part a close neighbour, a marvellous guy by the name of Victor Spiteri. He ran a specialist Jaguar garage in the Melbourne suburb of Blackburn North and was, himself, a Jaguar racer. (See *Classic Jaguar*, June/July 2022), and that sparked my interest all over again."

Vic Spiteri offered Chris a good MkVII and Chris couldn't resist even though he had nowhere to put the car as he was house-sitting for one of his siblings. But the MkVII proved its worth when Chis was asked to do more family house-sitting, this time up in Brisbane and the MkVII covered the 1100 miles to Brisbane in the Sunshine State with ease and with comfort. There was a local Classic Car show and, naturally, Chris went along; but what happened next was not supposed to happen. "I parked next to two wonderful MkVIIs, one of which was set up for racing and before I could stop myself, I bought it!" Chris had two Jags and no house to put them in...!

Not long after, he came across billboards announcing Classic Car racing at the popular Morgan Park race »

track, some 100 miles south-west of Brisbane. He drove the original MkVII to the track and as luck would have it, was offered a place in a parade being staged to entertain the crowd during the lunch-time break. "My MkVII was bog-standard and I decided it would be prudent to join at the very back of the procession but I've always wanted to know what a standard MkVII would be like if pushed... I hung back for a couple of laps then floored it, overtaking car after car, the cross-plies shrieking in protest. Soon I was behind a bunch of cars following the pace car but as the spectators seemed to love my antics and the officials didn't protest I kept going..."

After six months of Queensland sunshine, it was time to move back to Melbourne and he and his wife bought a house in the pretty suburb of Eltham, north-west of the city. The house had a double garage to house the two MkVIIs, the first Aussie MkVII and the MkVII that was set-up for racing. Unfortunately, the so-called race car wasn't performing well - Chris says it seemed the owner had fitted a new engine with hotter cams but ran out of time finishing the re-build and hadn't had time to put the car on a rolling road to dial it in. The car was entered in one race but the poor performance continued and Chris decided it needed stripping down and to his dismay discovered the bores were being scored by broken rings.

Three wheel motoring as Chris and the Mk7 take the quickest line through the esses at Snetterton in 2010. This is the British Racing Green car entrusted to The Flying Scotsman.

THE MAN IN A PUB

Chris happened to be leaning against the bar in his local (as you do!) and got chatting to a guy who turned out to be a fellow Jaguar enthusiast and – as Chris puts it – happened to offer him a scrap XJ6 at no cost. Chris put two and two together, reasoning that if the body of the Jaguar was past saving, it might have a good engine... it was worth trying as a replacement for the failing engine in the MkVII that was set up for racing. And the engine was for free, who can turn down such an offer especially a cost-conscious Scotsman?

Unfortunately, once fitted to the MkVII racer, the engine consumed water and oil at an alarming rate. Chris entered the car in a Jaguar Special weekend at Winton, some 110 miles from home – but half-way to the track he had to call out the RACV with a fresh can of oil – the red warning light was blinking at him! And out on the race track itself, the car drew attention to itself with the large vapor trail in its wake bringing complaints from fellow drivers and the risk of a Black Flag from race officials. Over the weekend, the car consumed more than 15 litres of good quality motor oil and Chris decided that the time was up for the car that was costing him a small fortune in oil while upsetting fellow drivers and race officials alike. "My time and effort could be better spent on completing a 3.8 engine I had

Sandown Melbourne at the Historic Car meeting in 2017 was the first outing for the Jaguar Mk7 acquired in the Sunshine State of Queensland.

The only two racing Mk7's in Australia do battle at Sandown. Chris has the better of Andrew Spiteri on Melbourne's international track. Picture Chris Carter.

been working on and I rolled up my sleeves set to work, learning as I went."

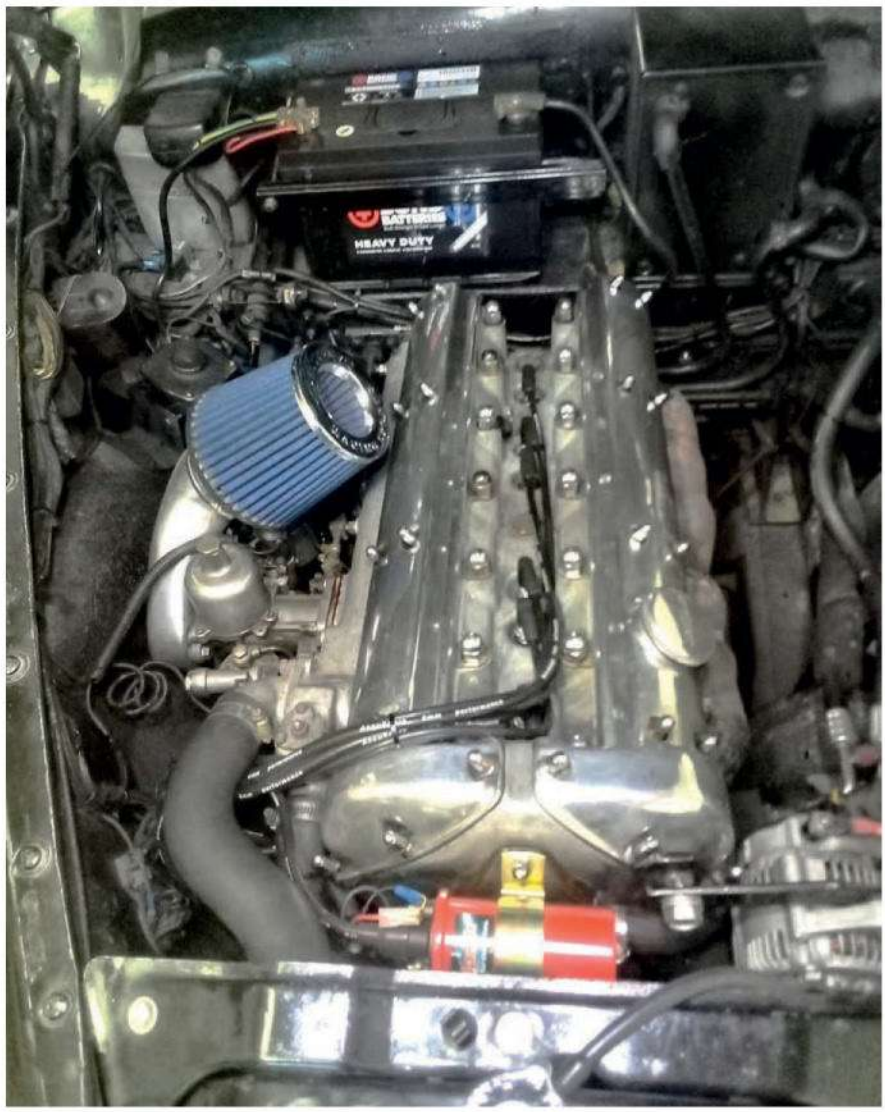
Chris had never built a Jaguar engine before and it took four times as long as he intended. "I must have made every mistake in the book plus I was going through a spell of insomnia at the time, that didn't help. Eventually I finished the work and was able to install the engine but had to lift it out again to rectify my mistakes – I had to do that twice!"

And the original MkVII from friend and fellow Jaguar racer, Vic Spiteri, was a good stand-by. Unfortunately, the car was involved in an accident. "How appropriate," Chris recalls. "It happened outside the local funeral parlor but I declined their offer to use their serves... Although the car suffered so much damage it was destined the graveyard."

But his luck was about to change. A friend of a friend alerted him to a company that had run MkVII Jaguars in their wedding fleet and the fleet was being disbanded – Chris paid the company a visit and picked the best MkVII for himself. It was a wise move – the car was sound, had been looked after fastidiously, and was the perfect basis for some race-track improvements – many items rescued from the car involved in the accident and destined for the wreckers. Chris swapped the 16in wheels and XJ6 205/75 profile tyres, the GAZ shocks and tweaked the carburetor. It is the car he now races and which appears in our photographs at Rob Roy Hillclimb.

"Of course, the weight impedes our progress and I have also found that in one particular dip in the track the car bottoms out with a chilling crash... The problem is made worse because we are building up speed to tackle the next climb before the fast left-hander." On one run, the contact with the tarmac resulted in the brackets holding the anti-roll bar taking a battering. "The plus side was the second-and-half knocked off my previous best for Rob Roy!"

Apart from hill climbs, Chris enjoys the Regularity class that is popular in Australia with packed grids. "It is not as easy as it looks... drivers record the times with race officials that they feel they can achieve, lap after lap, but there is always someone that holds you up and then there is the temptation to put the foot down to get back to your allocated time which soon destroys your recorded lap times by a margin. But I am getting the hang of this and my current MkVII is well suited to the challenge. Most important of all, I always enjoy myself..." ■



SAD LOSS, IMPROBABLE GAIN

The death of the Home Sales Director touches everybody at Jaguar Cars Ltd, none more so than its Chairman and family. The previous tenant of Browns Lane is struggling to find car-buying customers and its Group CEO is surprisingly accommodating to Lyons' approach…

WORDS: **LINDSAY ROSS** ILLUSTRATION OF ALICE FENTON: **JOSE BARQUERO**

Ever since the death of their father, Alice Fenton and her younger sister, Nancy, had shared the old family home; Gainsborough, in Tamworth Road, Coventry. The evening of Saturday March 18th, 1960 saw Nancy extremely concerned about her sister's condition. Alice had been complaining for the last few weeks of headaches, numbness and feelings of nausea. Tonight was different though, the ever-bright Alice seemed easily confused, she was struggling to see and was completely numb on one side of her body, worst of all, a terrible unrelenting headache. Nancy, in despair, called an ambulance.

Alice was rushed into an intensive care ward at the Coventry and Warwickshire Hospital. Nancy sat in the waiting area having accompanied her sister and medics in the ambulance. After an hour's wait, the duty matron appeared, "Nancy, I'm so sorry, your sister has had a major stroke. The bleeding on her brain was so serious, I'm afraid we tried everything we could, but we haven't been able to save her. Alice is dead, Nancy, we are all so sorry."

They had tickets for their usual Saturday night dance session at The Locarno. Alice was flying off to the New York International Auto Show later in the month, Mr Lyons had made her reservation at the Waldorf Astoria. She is the only female director of a British car manufacturer. She is my sister, and I am so, so proud of her. She can't be dead! Someone please tell me this is all a bad dream. These were the thoughts that went through Nancy's mind a millisecond before she became overwhelmed and broke down.

It's not a fair world, she's my sister, she's only young – how am I going to cope without her, how is anyone going to cope without her? She was so capable, so wise, so thoughtful. These were her secondary thoughts as she wept alone in the hospital corridor.

Sunday morning was a blur of grief and tears and memories and sorrow and an unbearable loneliness. Come on, she said to herself, what would Alice do? She decided then to call Sir William on his home number. Only Alice would have the forethought to give her sister this number, "Just in case anything happens." She had to sit down again to recover herself from that thought before she started dialling.

"Hello, Leamington Spa 432." It was Lady Greta Lyons. "Nancy? Whatever is wrong?" Sir William's wife had met Nancy on a number of occasions over the years and recognised her broken voice telling her that her sister had died. She was also aware that lately, Alice had not been well. "Oh, my goodness, oh you poor thing. I am coming round, stay where you are. Ten minutes, I'll be there in ten minutes."

Sir William, in shock himself, took the Monday off. Lady Greta and he assisted Nancy in making the necessary arrangements: informing relatives, funeral service, flowers, finances. He saw it as a mark of respect for a fallen colleague, his fellow director and one of his longest serving and most trusted workers. Alice had started with him in 1925 at the Swallow Sidecar Company in Bloomfield Road, Blackpool and played a key role in supporting him and the management team through the growth of Jaguar Cars Ltd.

On Tuesday he wrote in a company news bulletin distributed to workers, distributors, dealers and key suppliers: *"During the 35 years Alice Fenton served*

as my personal secretary, her loyalty and enthusiasm for the Company's progress were invaluable, and I feel that I have lost both a colleague and a friend."

Alice's funeral service took place at Canley Crematorium, Coventry on Wednesday 23rd March 1960. Held at 12 noon on Sir William's suggestion, it was attended by mass-ranks of workers and associates of Jaguar Cars Ltd. There were five times more people outside the chapel than inside.

Alice Fenton is a never to be forgotten Jaguar Cars legend.

Sir William never said so in public but it was obvious that Jaguar Cars Ltd was becoming a victim of its own success. Not enough cars could be made in the factory space available to satisfy demand. It had outgrown Browns Lane in eight short years. and Warwickshire County Council would not allow further expansion of the Allesley site. As when the company moved from Foleshill, the government in the shape of the DTI were very keen for industry to relocate to parts of the country that had experienced decline; in particular the North West of England and parts of Wales. Lyons managed to ignore them then, and he was adamant that he would not lose his workforce, or continue to tap into the rich vein of skilled labour that surrounded their West Midlands base.

From its beginnings in 1895 the Daimler Company formed a very large piece of British automotive engineering history. The name was synonymnous with wealth and prestige. Owned by the BSA Group since 1910, the company was a provider of luxury cars to the British monarchy under a Royal Warrant issued in 1902 and a major supplier of fighting vehicles in both world wars. Following on from pre-war trolleybuses, single and double-deck buses were built by Daimler from 1951. Its attempts to build affordable Lanchesters with Briggs-built bodies was not successful, the cars could not compete against Austin/Morris, Ford, or Rootes.

Sir Bernard Docker, Chairman of the BSA group of companies had been key in negotiations with Lyons over the Browns Lane site in 1949. The factory had been used by BSA/Daimler to build armoured vehicles during WW2. Lyons was aware that Docker had been unceremoniously deposed in 1956 from BSA Group Holdings Ltd. John Young 'Jack' Sangster was now Chairman of the BSA board and although Lyons had no previous direct dealings with him, he did know Edward Turner, Sangster's supposed number two at Triumph Engineering. Turner was now head of the BSA automotive division. incorporating Ariel, Triumph, Sunbeam and BSA motorcycles, Carbodies the London cab builder and Daimler. Turner had bought Woodside, Lyons old home in Gibbett Hill Road, Coventry back in 1937. He had also approached Lyons in June 1942 with a proposal for Jaguar to build motorcycles. Lyons, being a keen motorcyclist, was enthusiastic about the idea but Turner had a change of heart and joined BSA instead. Lyons remembered thinking at the time that the Turner Sangster relationship was not a good one, it was slightly odd that Turner was back in place.

Daimler cars, buses and military vehicles were built at a 1 million square feet factory in Radford

Browns Lane site 2024 (Amazon warehouse) showing Fenton Road (and Sayer Drive)

Daimler cars, buses and military vehicles were built at a 1 million square feet factory in Radford, a town situated on the northern outskirts of Coventry. In 1960, its range consisted of the Majestic and Majestic Major luxury saloons, a DR450 limousine variant of the Majestic Major and a sports car; the Daimler Dart with a Turner designed V8 2,548cc engine, its name changed to SP250 under threat of litigation from Dodge in the US.

Lyons recognised a latent potential in the purchase of a local rival who had fairly obviously seen better days. He decided to make a phone call. On the strength of a largely positive reaction from Sangster, the two men arranged to meet at the BSA headquarters in Grosvener Square, London WC1.

The offices were a total contrast to the basic functionality of Browns Lane, Lyons thought as he looked around. He supposed it befitted one of the largest industrial combines in the country; plush carpets, subdued lighting, oak panelling and classical artwork on every wall and Sistine Chapel type ceilings. The sheer beauty was unquestionable, on the other hand, he decided, its context was wrong. At the end of the day it was the head-office of an engineering firm.

Sangster; tall, slim, aristocratic, seemed almost embarrassed, "This is all thanks to my predecessor," »

he said holding both hands aloft, eyebrows raised. "Sir Bernard and Lady Nora believed in spending to impress, we haven't changed anything since they left."

Lyons laughed, he remembered the furore in the national newspapers about the couple's profligacy with company money. "No more gold-plated Daimlers with zebra-skin interiors or castles in Wales then?" he said as they entered Sangster's office.

"No. Only if our customers request it," Sangster smiled as both men sat down in the matching office Chesterfields and coffee was served. "The first thing we did was sell Shemara – everywhere that yacht went, the press followed it. There was always a good story when Lady Docker was around."

"They must have been a distraction," Lyons said.

"Yes, for everyone in the business. And like you, I have my roots in motorcycling, I would like to bring BSA back to its core business where its main profit channel lies – selling motorcycles to Americans, and our other markets obviously. Without giving too much away, if we can arrive at a suitable agreement, then I'm sure the sale of Daimler Cars would be mutually beneficial in every respect."

Lyons looked at Sangster and raised one eyebrow, "I hope so, Jack," he smiled. "I do hope so."

"No more gold-plated Daimlers with zebra-skin interiors or castles in Wales then?"

"You've bought The Daimler Company, without telling me or the board!" Will Heynes said, red-faced, clearly upset. Livid. It was 8 o'clock, the next morning in Lyon's office. "I've just heard it on the 7 o'clock news. You could have said something! You've got an engineering department struggling to cope with our current and future models – how are we going to deal with another set of 1930's designed behemoths?"

"I'm sorry, Bill." Lyons looked at his engineering director, lips pursed. "It happened quickly. It had to, there were others interested." It was only a small white lie. "You know we don't have the floor space any more, the Radford plant is 92,900 square feet, it's going to solve all of our capacity problems. As for engineering, Turner told his boss recently that the Daimler designers were the most professional he'd ever worked with."

"You've only just purchased this site outright. They were talking on the radio of over three million pounds." Heynes said, worry showing on his face.

"Bill, that is for me to fret about. As I said, local floorspace means we keep our staff and won't have to relocate to Skelmersdale or Milford Haven with all the training and relocation costs that would entail. Daimler have some good products – that Turner V8 is very special, they have the fluid flywheel transmission and pre-select gearbox too. And the name – Daimler! Come on – the oldest surviving car-maker in the country, Royalty all over the world their biggest customers. Just think, we'll be behind the prestigious fluted radiator!"

"Do we get the buses, and the tanks as well?"

"We get everything. To be honest, there will be a lot that I, we, don't know about yet. Sangster and I have only reached an agreement in principle, the price has to be fully quantified by the two sets of accountants."

"That sports car has got a glass-fibre body, it's not even a real car!"

"I know," Lyons held both hands in the air, "I know. There will be some sorting out to do, but I was thinking about that on the way home last night, Daimler were failing because they didn't have a sensible saloon car. But imagine a Mk2 or any future Jaguar car come to that, with a fluted radiator grill and a civilised V8 automatic drive, it could open up a whole new set of customers for us, both here and in the US. Eerdmans tells me that Daimler has never been marketed there. I think we may be on to something really special."

"Hmm," it was Heynes turn to purse his lips. "Lets see what these engineers at Radford are really like before we make plans for new models. I do know for sure we won't be able to do any of what you're suggesting on our own, what with E1A and Zenith and more to come in the pipeline."

"I've always said we need volume, and this is the only surefire way of maintaining what we've got and be able to increase production. The

THE AUTHOR

Following on from previous instalments, Lindsay Ross, marine engineer, Jaguar enthusiast and novelist, continues to explore the fact based fictional possibilities of William Lyons automotive journey. These *CJ* pieces will morph into a future novel with the working title of 'Lyons' Circle', copiously illustrated with the beautiful line drawing work of artist, Enar Sayatova. To view the full body of Lindsay's work, visit: **www.lindsayross.co.uk**

Daimler Majestic and the SP250 are disasters, there are dealers out there with stock they can't sell, I haggled with Sangster about the size of allowance we need to make for that. There is a new bus design that's been well received by the operators at the Commercial Vehicle Show called the Fleetline. That may be worth pursuing if we can spare the space."

As he left the Chairman and MD's office, Heynes pondered on which other British car-maker would consider making a bid for Daimler - he couldn't think of one off-hand. And the boss had let slip he'd been talking to Eerdmans in the US about Daimler. Then he remembered how bitter Lyons was when he lost out to Rootes Brothers at the last minute in 1939 when SS were about to buy Sunbeam Cars. He said at the time he was determined not to let it happen again – that could largely explain his secrecy.

"Ho-hum", Heynes thought, "at least life with Sir William had its interesting moments. Buses – who'd have thought it?"

THE GUARDIAN

Manchester Friday May 27 1960

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Russian hurt in 39ft. fall on Snowdon

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Wrong gear engaged?

The Daily Telegraph

with Morning Post

ARUSHA HEADS COUNTER-MOVE TO DIRECTORS

JAGUAR BUY DAIMLER FROM B.S.A.

PRICE OF £3m. REPORTED

RANGE OF CARS TO CONTINUE

M.P.s' SUMMIT 'INQUEST' ON MONDAY

EICHMANN IS 'RECONCILED TO HIS FATE'

ANDES SNOW IS MELTED BY VOLCANO

ECONOMY IN DESIGN SPEEDY ERECTION

STRUCTURAL STEELWORK

DUNLOP & RANKEN LEEDS

Jaguar Cars Ltd purchase of The Daimler Company was due to conclude on 23rd November 1960. The figure of £3,250.000 had been agreed between the two sets of directors and accountants. During the morning Lyons took a telephone call. "Sir William," It was Sangster, sounding hesitant. "I'm afraid something's come up."

"What is it, Jack?" Lyons replied, doing his best to not sound suspicious.

"We omitted a £10,000 pension liability. It should be £3.26 million not £3.25 million. Sorry."

"Ha!" Lyons said. "I think we should take a sporting view on it. If I get my completely impartial secretary to toss a coin, the loser swallows the 10k – all right with you?"

"Er, yes all right," replied the slightly bewildered Sangster.

"Rachel," Lyons called out to his new secretary as he fished in his trouser pocket for a coin. "Take this half-crown and spin it up in the air. Let it fall on the carpet and tell me what side it lands on. "Heads or tails, Jack," he said into the phone.

"Tails," Sangster replied.

"Heads," the secretary said as she knelt on the floor.

"Did you hear that?"

"Yes I did."

"Good-oh - £3.25million it is then! BSA will take care of the pensioners?"

Sangster laughed at last. "It's been an expensive phone call, but yes of course we will. Thank you, Sir William." ■

PAUL WALTON

XJ6 SERIES I

Paul argues why the first generation of XJ makes the perfect first classic Jaguar

For the first time in a while, I drove an X351 generation of XJR the other day. Despite having a 0-60mph time so quick it turned my eyelids inside out, I couldn't help but think in terms of its looks, ride and handling, the big car lacked much of the elegance and refinement that has always made the original XJ6 such a standout model. As Autocar magazine said in a May 1969 issue, "We believe that in its behaviour it gets closer to overall perfection than any other car we have yet to test, regardless of price."

Over 55 years later I still say that's true. I've driven all sorts of classics over the 25 years I've been messing around with cars for a living but in terms of comfort, drivability and ease of ownership, none get close to the original XJ6. It's why I reckon the car makes the perfect choice for the first time classic car buyer, more so than any of the company's arguably more famous models.

Firstly, due to having a modern monocoque construction it makes the Series I lighter and easier to drive than the older, heavier cars that have a separate chassis such as Jaguar's big saloons (MkVII, MkVIII and MkXI). It's like comparing an old-fashioned, suet-based dessert with a light and fluffy mousse.

The car's surprisingly compact dimensions makes it easier to manoeuvre than the leviathan-like MkX/420G duo while even the 360 degree vision is excellent due to the large glasshouse. Plus, choose the 4.2-litre version of the XK unit over the asthmatic 2.8 and it will have enough power to keep up with modern traffic. Cruising at 70mph on a motorway in an XJ6 Series I is as easy as it would be in that XJR.

What always made the XJ6 stand out against the competition (and still does) is the suspension that is both beautifully supple so rides better than any car I know but firm enough so it isn't a big wallowy lump. Admittedly the fingertip light steering lacks feel but turn quickly into a corner, and it won't complain as much as those aforementioned older models do.

Plus, thanks to the generously sized cabin, Series Is are significantly more comfortable to drive than most other classics, sports cars especially. I'm going to pull back the curtain a little here and tell you a secret; for all their iconic status, due to their lack of legroom, early E-types are extremely uncomfortable. I drove the earliest known open-two-seater, registered 77RW, for six hours once and thanks to the raised floor of the early models, I lost feeling in my left leg to such a degree I walked round in circles for a few hours afterwards. By comparison, I've also been lucky enough to drive the early Series I that was once used by the company's founder, Sir William Lyons (PHP 42G), and it was a much more pleasurable and comfortable experience. This together with all of my other points makes the car still highly usable; from touring holidays to picking the kids up from school, you can do a lot more in an XJ6 than even an E-type 2+2. This is conjecture I know, but they're also prettier. In fact, in my eyes, the XJ6 Series I remains one of the best looking cars ever to be made in this country.

Like all XK-engined Jaguars of the Sixties and Seventies, they're relatively reliable and, if you're half decent with a socket set, fairly easy to work on. The straight six offers better access than the gargantuan V12 that literally fills the engine bay. And for the times they do go wrong, XJ6s – like all classic Jaguars – have an excellent parts supply.

Finally, and perhaps more importantly, they continue to represent great value for money. It's still possible to pick up a good, clean example for between £10k and £20k, a fraction of what an E-type of the same age is worth.

That XJR with its big power and even bigger personality might be very much of the moment, but the refinement, good looks and usability of the XJ6 Series I makes it a car for all time. ■

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WORDS AND PICS: **LETITIA MACE**

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We are currently offering for sale a large selection of Jaguar and Daimler brochures ranging from Series III through to the present day. These will be listed in our November 2024 magazine which can be viewed online free of charge. Here is a small selection - to view the entire collection please visit **www.xclusivelyjaguar.org/november-2024**

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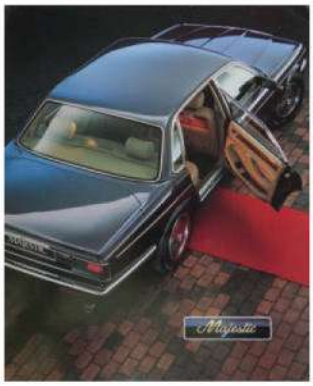
1987 Range Fold-out Poster

Size: A4 – opens out to 80cm x 60cm - landscape
Number of pages: 16 x A4
Description/Content: A4 and double page spreads feature the Silk Cut XJR-6, the new XJ40 range, the Series 3 V12, XJ-S Coupe and XJ-S Cabriolet. Beautifully illustrated with only the crucial details taking up minimal space!
Part/reference/print number/date: JAG 87/21
Condition: Slightly marked and creased.
Price: £8 + P&P



XJ40 Majestic

Size: 30cm x 24cm tri-fold
Number of pages: opens out to 6 pages
Description/Content: Brief description and dimensions supplemented with large pictures.
Part/reference/print number/date: Majestic 93/1 English
Condition: Very good condition with slight creasing and marking to the outer cover.
Price: £80 + P&P

1996 Jaguar XJ6, Sovereign and XJ12 Long Wheelbase

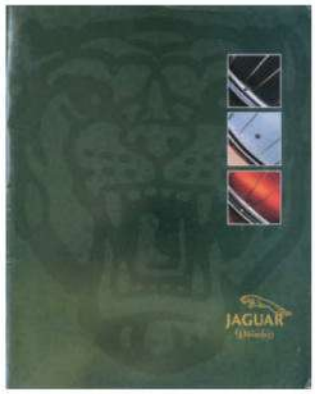
Size: 30cm x 24cm landscape
Number of pages: 4 excluding cover
Description/Content: Brief description and dimensions supplemented with large pictures.
Part/reference/print number/date: JLD/10/01/07/96
Condition: Very good condition with slight marking to the outer cover.
Price: £52 + P&P

JaguarSport XJR 4.0 Litre

Size: 30cm x 24cm tri-fold
Number of pages: opens out to 6 pages
Description/Content: Description of the model in question and a detailed specification list. Well illustrated.
Part/reference/print number/date: XJR 93 English
Condition: Good condition with slight creasing and marking.
Price: £37 + P&P

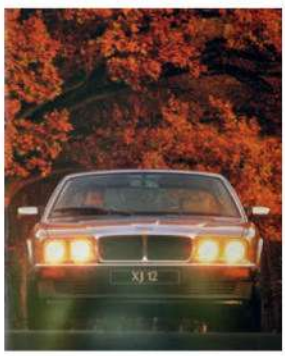
Daimler Century X300 1996

Size: 30cm x 30cm
Number of pages: 8 + 3 fold cover that opens out to reveal a large picture of a Daimler Century.
Description/Content: It includes a history of Daimler, a description of the model in question and a detailed specification list. Well illustrated.
Part/reference/print number/date: JLD/10/22/02/96
Condition: Very good condition with slight creasing and marking to the outer cover.
Price: £40 + P&P



1993 Range brochure

Size: 30cm x 23cm
Number of pages: 44 excluding cover
Description/Content: Brief description and specification details for XJ40 and XJS range, including XJR-S
Part/reference/print number/date: Saver 93/1 English
Condition: Very good condition with slight creasing to the outer cover.
Price: £10 + P&P



1993 Jaguar XJ12

Size: 30cm x 24cm
Number of pages: 16 excluding cover
Description/Content: Comprehensive specification details. Well illustrated
Part/reference/print number/date: XJ1293/1 English
Condition: Very good condition
Price: £45 + P&P

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This 1952 Jaguar XK120 Roadster featured with a matching numbers. Finished in Old English White complemented with a red interior. Equipped with a 4-speed manual transmission, 3 1/2-liter engine, and Birmingham SU carburetors. This Jaguar presents a unique opportunity for enthusiasts to recommission it to its former glory and enjoy the thrill of owning a piece of automotive history. For $69,950

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This 1969 Jaguar XKE Fixed Head Coupe Right-Hand-Drive featured with a matching number engine. If you are in search of a classic car that combines timeless elegance and impeccable craftsmanship, look no further than this E-Type Series II that is mechanically sound. For $59,950

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This low-mileage 1993 Jaguar XJS Convertible featured with 38,260 miles on the odometer. Finished in a Flamenco Red this convertible is beautifully contrasted by a tan interior. This particular Jaguar XJS comes with a clean CARFAX report, ensuring peace of mind for its next owner. This XJS Convertible is ready to be enjoyed and is also mechanically sound. For $18,750

1970 Jaguar XKE Roadster #17939

This 1970 Jaguar XKE Roadster featured with matching numbers. Finished in British Racing Green combined with a tan interior. This S2 is equipped with a 4-speed manual transmission and formidable inline-six engine. This highly desirable E-type is mechanically sound. For $58,500

1987 Jaguar XJSC HE #17704

Introducing this low-mileage 1987 Jaguar XJSC HE featured with only 31,564 miles on the odometer. Finished in its factory color Bordeaux Red complemented with a beige interior. Equipped with an automatic transmission and V12 engine. A low mileage open-top grand tourer that is mechanically sound. For $14,750

1973 Jaguar XKE V12 Roadster 4-Speed #17968

This 1973 Jaguar XKE V12 Roadster 4-Speed featured with matching numbers. Finished in Pale Primrose complemented with black interior. This Jaguar presents a unique opportunity for enthusiasts and collectors alike. With some recommissioning work and care, this classic beauty can be brought back to its former glory, ready to hit the open road once again. For $44,500

1996 Jaguar XJS 2+2 Celebration Edition #17862

Introducing this low-mileage 1996 Jaguar XJS 2+2 Celebration Edition featured with merely 31,226 miles on the odometer. Dressed in its factory color scheme of Jade Green Mica. This XJS Convertible that is ready to be enjoyed by its next owner and is also mechanically sound. For $18,750

1958 Jaguar XK150S 3.4 Roadster #16223

This left-hand-drive 1958 Jaguar XK150S 3.4 Roadster with factory overdrive featured with matching numbers and finished in magnificent color scheme of Carmen Red combined with a Black interior. Do not miss your opportunity to acquire such remarkable and original XK150 'S' model that will make an excellent restoration candidate. For $98,500

1999 Jaguar XK8 Convertible #18020

Presenting this Right-Hand-Drive 1973 Jaguar XKE V12 Roadster with 2 Tops that is finished in Signal Red combined with a Beige interior. This S3 is equipped with a manual transmission, V12 engine, and four Zenith-Stromberg carburetors. Look no further than this extremely desirable last series E-type that is mechanically sound. For $6,950

1963 Jaguar Mark II #17983

Introducing this 1963 Jaguar Mark II that has just emerged from a long-term ownership from the sunny state of California. Finished in Old English White complemented with the same color interior. This Mark II has recently come out of storage making it a perfect opportunity for British classic enthusiasts looking to bring a piece of automotive history back on the road. For $9,750

1949 Jaguar Mark V Saloon 3.5-Liter #17254

This 1949 Jaguar Mark V Saloon 3.5-liter featured with matching numbers and finished in a two-tone green, which is perfectly complemented by a dark green color interior. This Jaguar has the potential to be brought back to its former glory, making it a worthwhile opportunity for any classic car enthusiast. For $16,750

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SAM SKELTON

POWER FILL

If we have to go electric, why did we have to do it this way?

It's about time we accepted it, however reluctantly. Electric cars are the future. Even for those of us who see it as Betamax technology and espouse synthetic fuels as the solution, it is clear that – for a generation at least – the electric car is the way we are going.

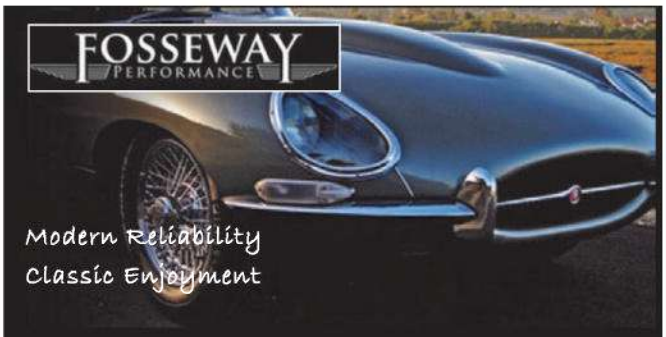
I spoke in my last column about the future of Jaguar and why it has to move toward electrification if it is to survive. That's fine, I'd rather live in a world where Jaguar continues to exist than in a world where it joins Daimler, Rover, Triumph, and Wolseley in the pantheon of former British marques abandoned to the mists of time.

But I can't help but feel that there's a fundamental flaw in the way that electric cars work. And I was thinking about this recently, when I saw that LPG at my local filling station had shot from being half the price of petrol to costing more. I'm a fan of gas, it's ten times as eco friendly as petrol, it's effectively a waste product and petrol engines can run it – it seems like the obvious environmentally conscious option for drivers of older cars, and until recently it made financial sense. But read the forums and Facebook groups, and they're full of claims that fuel companies are looking to force a lack of demand, in order to replace LPG pumps with electric charging points. This – in the unlikely event that it's true – operates on flawed logic. You see, filling an LPG tank takes no longer than a petrol tank. You're there for five minutes, you have maybe 300 miles of range and you go. No electric car offers that sort of convenience.

And yet they could, if only there had been a little lateral thought earlier in the electric car's gestation period as a concept. You see, one of the big benefits of a battery is that nine times out of ten, it is replaceable. The battery in my laptop can be changed, so can the one in my watch, or the one in my beard shaper. Why could we not have extended that to cars?

Electrics and electronics can do one of two things – the world of tech has told us we can make batteries smaller or longer range and the electric car has opted for longer range. But imagine that we could have made a standardised battery pack for cars that maybe only had a range of 150 miles, but was about the size of two or three large suitcases. It could be removed – and replaced with an identical one – over the course of maybe five minutes, and then could be charged to be sold to the next person who needed it. If every garage maintained a stock of batteries, the electric car could be as convenient to the end user as internal combustion. In the quest for longer range we've missed the point – you have to stop in an internal combustion car for fuel, stopping for a battery need be no more hassle. So you don't actually need the range. Universal battery technology would also mean that the economies of scale would make the technology cheaper and cheaper over time, and as electric cars age they won't effectively wear themselves out. That therefore protects the second hand vehicle market – vital if we are to encourage everyone out of internal combustion, because many families simply cannot afford the finance on a new car every month.

It could have been so slick. It could have worked for everyone. But because the engineering brief was flawed, so is the whole concept of electric motoring. It's just a shame that right now, it's the best future we still have available to us. ■



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WORDS: **GAYNOR CAUTER**
PHOTOGRAPHY: **JDC**

THE FINAL SHOWDOWN

The Classic Motor Show is upon us once again.

It's that time of year again, when piles of Quality Street tins greet you as you walk into Sainsbury's and Jingle Bells can be heard from open shop doorways. But for us car fanatics, November comes down to three letters – NEC – and the Lancaster Classic Motor Show.

The Jaguar Drivers' Club is aiming to match, if not better, its stunning display at last year's show with another exciting display of very special Jaguars. This year's theme will be the anniversary of the last E-type to leave the line at Browns Lane and what better cars to mark the occasion than... the very first and the very last. We are delighted to have not only the final black 'Commemorative' V12 roadster on our stand, courtesy of JDHT, but that most famous of first roadsters, 77 RW. We will also have Nigel Webb's beautiful D-type plus the car that won this year's Champion of Champions at Gaydon in September.

So come and see us in Hall 1 and feast your eyes on some of the most beautiful – and famous – Jaguars ever built. The Club shop will be up and running, fully stocked with JDC-branded clothing and gifts for Christmas – and members can enjoy a sit-down with a cup of tea or coffee on production of their membership card.

And if you are not yet a member but would like to become part of the friendliest and most welcoming club for drivers and lovers of all Jaguars – ancient and modern – why not sign up at the show... we might just make it worth your while!

JOIN US TODAY!

There is more than one way to become part of the Jaguar family because you can join the Jaguar Drivers' Club as an online member, receiving the monthly magazine in online format for just £36 a year. Or, of course, you can enjoy the news-stand quality, printed version, delivered monthly to your door for just £52 a year – but either way you will also enjoy all the same advantages, benefits and perks of being part of this long-established club for drivers and lovers of all Jaguars.

You will have access to insurance schemes for classic and modern cars, technical advice, discounts on parts from many of the major service providers and suppliers including SNG Barratt and David Manners, and up to 100 pages of full-colour features and advertisements every month, keeping you up to date with the world of Jaguars.

And if you are visiting the NEC for the Classic Motor Show, come and visit us in Hall 1 for our special Christmas offer and save yourself the £10 joining fee. Already a member? Then why not sign up a friend or relative as a special gift with no joining fee and we will give you one of our quality JDC baseball caps as a thank-you.

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Pop something special in a Christmas stocking from www.jaguardriver.co.uk/shop

Last year, the JDC stand featured some spectacular racing Jaguars... so what will it be this year?

The very last E-type – HDU 555N – will be one of the star turns on the JDC stand at the NEC

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WORDS: **WAYNE SCOTT**
PHOTOGRAPHY: **JOHN LAKEY**

LOOKING FORWARD

The interesting question of what constitutes a 'classic' Jaguar always sparks fierce debate among fans. To the Jaguar Enthusiasts' Club, however, the conversation is slightly immaterial. We cater to and look to enhance the ownership experience of all Jaguar models, new and old.

Indeed, though, some of the common-place models that were once seen on every journey in the UK are becoming scarcer and among them is the X350 era of XJ6. This model represented a huge step forward for Jaguar, being their first all-aluminium design, necessitating huge infrastructure investment into Castle Bromwich at the time. They are also now pretty affordable whilst at the same time feeling special, offering the 'Jaguar - experience' and turning heads. Little wonder, then, that these are becoming popular club cars, and so here at the Jaguar Enthusiasts' Club, we embarked recently on our first technical seminar for this model series covering all aluminium Jaguar X-350 and X-358 (XJ6/XJ8) models produced from 2003 to 2008. The seminar, which took place on Saturday, October 19th, at the North Staffordshire Medical Institute (NSMI), Stoke on Trent saw the Club's X350 Model Section Coordinator, Steve Brown, Mike Horlor, and Nigel Thorley all offering a day out for members where they learned about what to look for when buying one of these models and also a technical insight into common issues, fault-finding and basic maintenance. David Marks, well known to Club members for his expertise on these models, gave the technical presentation, and as you'll likely know, his expertise is second to none.

There will be many more of these technical seminars run within the Jaguar Enthusiasts' Club throughout 2025, so make sure you join us and attend the next one!

Clubs still have 'Annual General Meetings' once a year where members can gather, receive reports from the volunteers and staff that run the club and also input their ideas and suggestions for what they'd like to see their Club doing in the months and years to some. Volunteers are also 'elected' to positions and this year, we welcomed in a new Chairman, Peter Leake.

Peter enjoyed a successful career at British Leyland and Jaguar spanning over 38 years. During that time, he held senior roles, including Sales Training Manager and Dealer Training Manager, before leaving to set up his automotive training consultancy. He ran this for ten years until retiring two years ago. Peter is a true motoring enthusiast with a passion for all things Jaguar, and we are looking forward to supporting him in his role to continue driving the largest Jaguar club in the world forward into an exciting new future.

The meeting itself was held at the only surviving relic of when Jaguar's factory was on the Browns Lane site in Coventry. The Jaguar Sports and Social Club still exists and is still very much in use both by former factory employees and local events, societies or individuals. It's always great to visit a place that has Jaguar's history running through it.

As we look ahead to 2025, we have some significant Jaguar milestones to enjoy, including 90 years since the first 'Jaguar' badged car and, incredibly, half a century since the launch of the XJ-S. We have been working on something very exciting to mark the XJ-S birthday with a 'not-to-be-missed' event. If you want to be a part of it, keep an eye out for news in our weekly email newsletter, 'Friday Spotlight,' which is free to receive whether you are a member or not—sign up at **www.jec.org.uk**. ■

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The activities of the Trust are explained through their staff, volunteers & exhibits.

OUT AND ABOUT!

NEIL CAMPBELL
VEHICLE COLLECTION MANAGER

It's been another busy year at the Jaguar Daimler Heritage Trust. Back in June on one weekend alone we had vehicles out at four events from as far south as Jersey, to as far north as the Shetland Islands. It's true to say that we have got about a bit. We were also invited to join the XK 75th parade at Goodwood Revival in our two XK120s NUB 120 and LWK 707 and the prototype D-type OVC 501. We also had our Le Mans winning XJR-9 displayed on the Jaguar corporate stand in Earls Court, alongside unique and precious artefacts from our collection.

On display was the Alpine Gold Cup, 1953 Le Mans winning trophy, Mike Hawthorn's racing visor and examples of JaguarSport teamwear from the 1980s recently donated by team engineer Alan Scott. Myself and chief Mechanic Jock piloted, NUB 120 and LWK 707 on the XK parade lap which granted us access to the fabulous drivers lounge, with its amazing snowy Austrian ski lodge entrance.

We also had the archive team, Joanne Shortland (Head of Collections), and Lavinia Bentley, (Archive Assistant) there to talk about the archive and artefacts the JDHT preserve. It has been a busy time for them also. In August while attending the ARA (Archive Records Association) conference in Birmingham, Joanne was approached by a representative of Piql.

Piql is a Norwegian data storage and preservation company. Their USP is taking digital information and transferring it to analogue storage – film in fact. Yes, you heard that right. Microfilm is well proven; Microphotography was first pioneered in 1839, and first used as a document preservation method in 1851. In an age where most people throw away physical items such as CDs in favour of digital music, here is a company doing completely the opposite.

Storing digital data requires vast resource; not just the huge buildings

NUB and LWK by Earls Court.

LWK 707 with Neil at the wheel.

Jock and Neil.

JaguarSport artefacts.

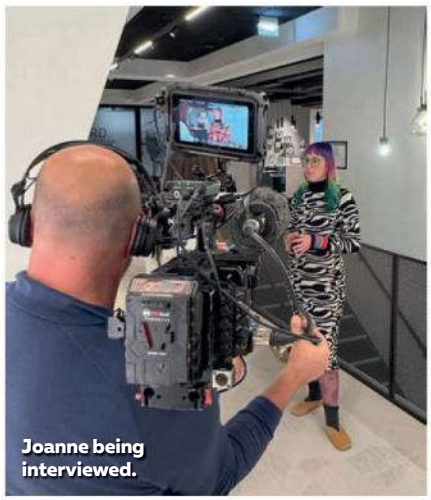
that house the servers but also the unimaginable amount of electricity they consume. But storing data on film doesn't have these needs and unlike servers, can't be hacked. The archiving world is facing a big problem as records become digital – how on earth can this information be preserved for the future without costing the earth both in financial and environmental terms?

Microfilm is best preserved cold so Piql store the data they convert to film in a decommissioned mine in Svalbad, Norway, which is only 650 miles from the North Pole. It's the perfect conditions to store digital data and other materials preserved on microfilm. The data can also be converted back from film to usable data again. I don't understand how any of this is possible either, but it works. »

Goodwood drivers club entrance.

AWA entrance.

Joanne and guests.


Joanne being interviewed.

Joanne in the mine.

Piql's facility is named AWA – the Arctic World Archive. As the CEO is a bit of a petrol head, this is why Joanne found herself barely a month later being interviewed by the BBC and other world media in the Arctic Circle. We selected a range of records for preservation including the original 1922 partnership agreement between William Lyons and William Walmsley, right through to modern data.

On September 24th 2024, the Jaguar Daimler Heritage Trust proudly became the first archive in Britain to make a deposit into the Arctic World Archive (AWA), and Jaguar became the first motor manufacturer in the world to be represented in this way.

Of the many guests and organisations present, we were the only ones to take up the offer of going for a dip in the Arctic Ocean with Piql's CEO. Well it would have been rude not to! ■

LINKS:
www.jaguarheritage.com
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CATCH-UP TIME!

If you've missed out on some of the previous issues of *Classic Jaguar*, don't worry – it couldn't be easier to grab some of our great back issues. Check out the sample list below and then head online to:

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- Living with the X300
- XJ6 2.9
- 4.2 XK story
- E-type carpet swap

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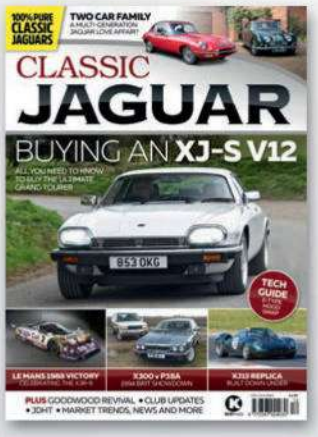

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FATHER, SON & THE HOLY ISLAND

Gareth Charlton relives the 80s holiday dream, packing his Series III XJ6 with his family and heading for Holy Island on the Northumberland coast.

WORDS & PHOTOGRAPHY: **GARETH CHARLTON**

My Series III's latest expedition proves two things: that, in the UK, you are a long time waiting for perfect roadtrip weather, especially in the north of England during Autumn; and that UK families used to manage weekends away before bloated 2.5-tonne SUVs became the de facto choice. For me, family holidays always began in the back of a saloon.

I am told surprisingly often how cramped an XJ is inside, usually by someone who is smaller than me and who has never sat in one. I am a little over 6-foot and have never been anything other than gloriously comfortable in the Sovereign, although I concede that the pedal position is not tailored for size 12 feet.

'Pedantic' may not be my middle name – it's something far sillier – but this month we stretch the XJ6's legs a little further on a run to Holy Island in Northumberland to prove that there is plenty of room for a family of 2.4 children and their weekend's luggage. In this case, the .4 is a dopey, 6-month-old labrador that is all legs and no brains.

I begin with a slog up the A19 and through the Tyne Tunnel before hitting Northumberland, and the Series III shrugs off the dual-carriageway run with expectant ease. I am momentarily disappointed when I remember that the cruise control has stopped working in the last two years and that I am yet to examine the cause of failure, but I am quickly reminded that the UK's roads are usually too busy to actually use it.

From here, the A1 would be our most direct route, but we would miss out on the stunning Northumberland coastline, where castles are commonplace and as grey as the foreboding skies above.

Holy Island, also known as Lindisfarne, is a tiny island of under 200 residents that is completely cut off by the sea and only accessible during low tide. The 3-mile causeway from Beal is completely submerged during high tide – which draws in with surprising haste and force – and adds a real sense of adventure to any visit. It also forces me to plan ahead, which I have always found to be the most tedious element of any trip...

Wider Northumberland itself is home to some spectacular driving routes and iconic locations, such as Kielder Forest and the North Pennines far to »

the west. The coastal route runs all the way up to Berwick upon Tweed, passes iconic castles such as Warkworth and Bamburgh, both of which we stop off at, and becomes more engaging north of Alnwick – a worthy stop off for a stroll around my favourite book shop, Barter Books, and a glance at another

of the county's 70-plus castles.

The roads become ever more twisty and you are never far from either a partially-dilapidated castle to the right, or scenic, often sparce countryside interspersed with beautiful towns such as Rothbury to the left.

Heading towards Holy Island, planning takes a different turn on this occasion as we aim to arrive in time to pose for photos on a watery causeway without risk of getting either stranded or washed out to sea. I am delighted to arrive at the perfect time, but less so to find dozens of onlookers gathered to watch the tide draw in and wonder why a man is reversing his family into the sea.

As I discover how quickly the causeway drops away and how slippery the algae-covered rocks are under barefoot, I question my decision to leave a pair of good quality rubber boots at home. More so when I am asked to wave, glance up and realise a row of smartphones are primed to capture my potential calamity. I am as surprised at the speed of the tide as I am my ability to remain standing so, keen to not outstay our welcome or push my own personal luck, head off on the road to Wooler for our overnight accommodation at The Tankerville Arms, providing a refreshing blend of simplicity and tradition. The Series III feels very at home in its car park.

"My obtuse nature had initially considered camping as the ultimate proof of the Series III's capabilities"

My arguably obtuse nature had initially considered camping as the ultimate proof of the Series III's capabilities, but a glance at the forecasted weather warnings meant that dream was short-lived.

The drive to Wooler of around 16 miles is an enjoyable one despite the inclement conditions, with Northumberland's hills providing an impressively imposing backdrop. I have always found the weather here to be endlessly changeable, but the only variation we face is in the shade of grey and strength of wind.

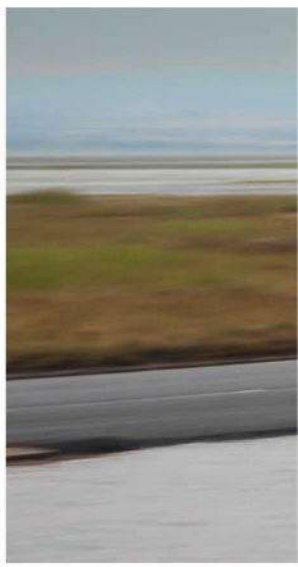
The drive is a reminder that there are fewer people, towns and cars in Northumberland, despite the tourist traffic, but the potholes-to-head ratio must be stratospheric. I am glad we are in the Series III – the heater provides the kind of fireside cottage warmth and feeling that you can only find in a classic, and the cosseting ride takes the undulations, imperfections and bottomless pits in its stride. I wouldn't fancy being in my XF on its 19-inch alloys with 40-profile Dunlops, although I do miss its heated seats and wheel first thing in the morning, »

and its V8 soundtrack always.

Thankfully, the following morning's tide times allow for a leisurely caffeine and pig-centric breakfast before heading to Holy Island, this time crossing the causeway to explore the tiny island. Despite being only 3 miles wide and small in size, Holy Island is big on history – steeped in religious heritage, Holy Island is believed to have been one of the first places ransacked by Vikings, and the destruction of its monastery at their hands signalled the dawn of an era of Viking invasions. Nowadays, the only threat I feel is from the sea water towards the Series III.

Home to the incredible Lindisfarne Castle, which sits perched atop a rock in the North Sea, the island is a mecca for tourists, but it is still possible to find peace and enjoy the soundtrack provided by sea birds and the seals who gather on the rocks in their droves. For me, it will always be a 'must visit' UK destination.

To drive further north then loop back is tempting, but the forecast is only getting worse and so, for once, I chose the boring option of the A1. I have experienced few cars that both embrace and belie their age so well as the Series III XJ6. Surrounded by lightly-peeling wood, succulent leather and opulent carpets, fingers resting loosely on the spindly wheel as the gently illuminated dials communicate nothing of concern, the Jaguar feels every inch the near-40-year-old classic. However, it whispers along at around 70mph with the noise, vibration and harshness levels to rival most premium vehicles of 2024. The only intrusive noise comes from the snores of the safely secured Ted, the lab. The Sovereign excels at ironing out road imperfections and



even delivers a respectable 27mpg on the steady drive home with heater burning and lights blazing.

An area where any Series III is unmistakably a classic is in its propensity to rust; a point I make to our postman the day after I return while I am caught thoroughly washing away the salt water in heavy rainfall.

The five-year-old Antelope paintwork is always well protected by a layer of good quality wax and I swear by the cleaning and protection offered by doing a three-stage wash using Autoglym Polar Blast, Wash and then

"Holy Island is believed to have been one of the first places ransacked by Vikings"

Seal, but I am not daft enough to think it won't dissolve within a few months of driving through the sea. Despite the temptation of blasting the salt away from the inner arches and underside with a jet wash, you are far more likely to engrain salty water in difficult to access corners and beneath tired underseal, doing far more harm than good.

Anyway, ending a road trip by popping the car on ramps and attacking it with the garden hose just adds to the fun. For me, family holidays always end under the back of a saloon... ■

TECHNICAL

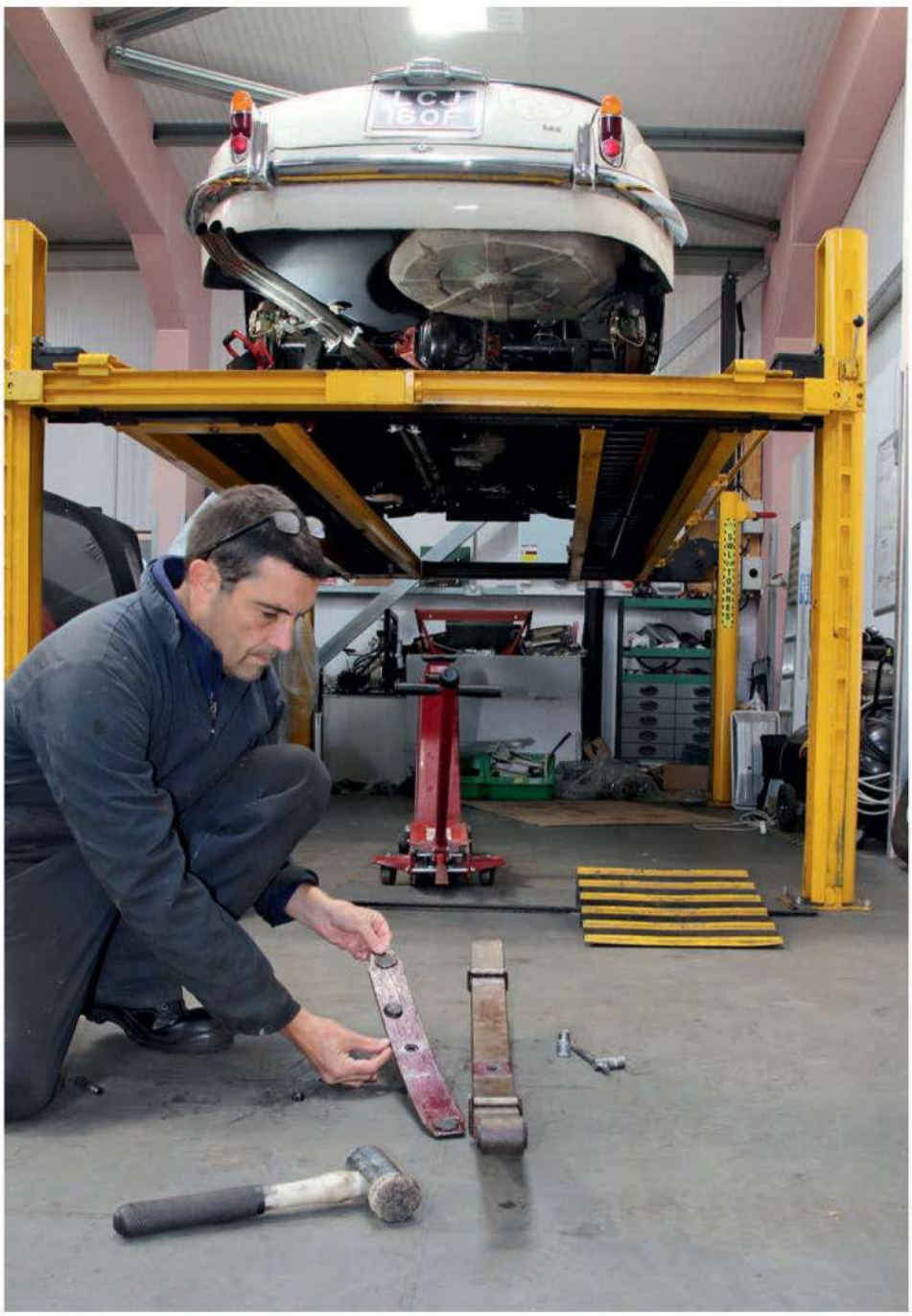
TOP TEN **MODIFICATIONS**

In need of some inspiration for upgrading your Jaguar? We've come up with ten modifications to help.

WORDS & PHOTOGRAPHY: **ROB HAWKINS**

The vast assortment of potential upgrades available for most Jaguars can feel a bit bewildering. Should you not wish to stray too far away from standard, then at least that decision helps to narrow the choice down a little, but there are often many period modifications to confuse you into wondering which way to turn. And how do you know whether they will make a noticeable difference?

We've looked into many of the popular modifications that are available for Jaguars, outlining the work involved in fitting them and listening to owners to determine whether they have been a worthwhile investment. The following pages list our top ten of recommended upgrades, with advice on what's involved in fitting them and what improvements to expect.



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POWER STEERING CONVERSION

If your Jaguar's steering feels too heavy and there are no issues with the steering components or tyres (see our advice on tyres), then it may be possible to convert to a modern power-assisted system. Whilst early power steering systems consisted of a belt-driven pump attached to the back of the dynamo, and many cars still use a separate hydraulic pump, a more modern approach is to use an electric motor for steering assistance. This is usually the size of a windscreen wiper motor and attached to the side of the steering column, so there's no scrambling around in the engine bay required to fit a pump on to the front of the engine and an extra drive belt.

Specialists, such as EZ Electronic Power Steering of the Netherlands, have created conversion kits for the likes of the Jaguar Mk2 and Daimler V8, which can be fitted by a competent mechanic in the space of a day or two. Each one consists of a new steering column with an electric motor attached to it, which may mean some of the underside of the dashboard has to be cut away to accommodate it. Some conversion kits retain more of the standard steering components, such as the column.

Prices vary for these conversion kits, but budget for around £2,500 or more, excluding labour. Retro-fitting an original hydraulic power-assisted steering system could potentially seem a cheaper option, but it's often more involved and when dealing with older parts, can inevitably become more expensive than a modern conversion kit.

BRIGHTER LIGHTING

The light emitting diode (LED for short) has transformed the motoring industry when it comes to interior and exterior lighting for a vehicle. Manufacturing costs are getting cheaper and consequently, there are now bespoke kits from the likes of Better Car Lighting and Classic Car LEDs that are designed to fit specific models of older Jaguars, even ones with positive earth electrics, in some cases.

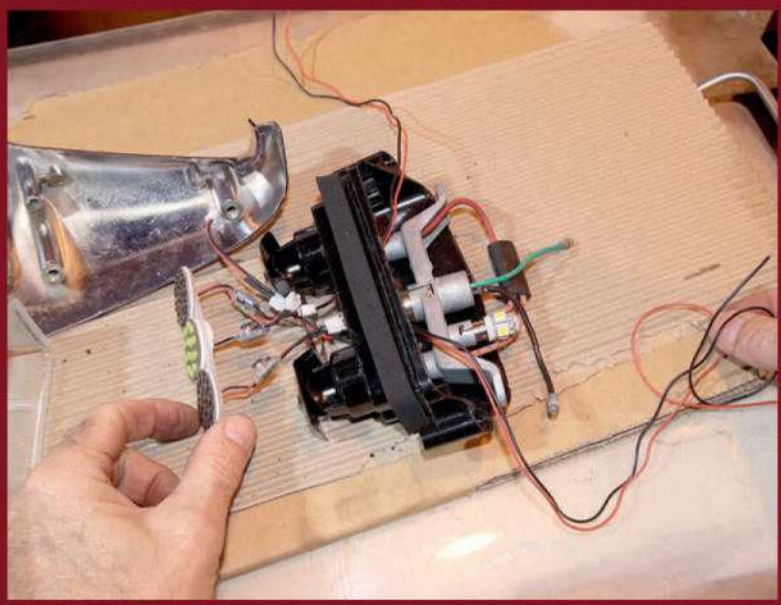
Dashboard lighting can be brightened up and the instruments made easier to read by changing the old Edison bulbs for direct-fit LEDs. Many Jaguars have blue-coloured dashboard lighting, which comprises a filter over a standard white bulb. The only trouble is the filter often fades. Replacing the bulbs and filters with blue-coloured LEDs is all it takes.

Similarly, dashboard warning lights can also be upgraded to LEDs, making them easier to see. In some cases, this isn't so straightforward, especially with the recharge warning light, which requires a resistor to be fitted to accommodate the replacement LED that draws less current.

Exterior lighting is where LEDs make a huge difference, whether it's brighter indicators and tail lights that help ensure you can be seen, to brighter headlights that mean the driver can see more of the road ahead.

One of the clever things about LEDs is that they are smaller than traditional bulbs, so more of them can be packed into a lighting assembly. For example, the Lucas 512 number plate light found on the boot lid of many a classic saloon and XK can be converted to LEDs to include a third level brake light and a useful fog light.

Upgrading to LEDs is sometimes a straightforward swap of bulbs but can, in some cases, require a little work with some wiring connections and routing of new wires.



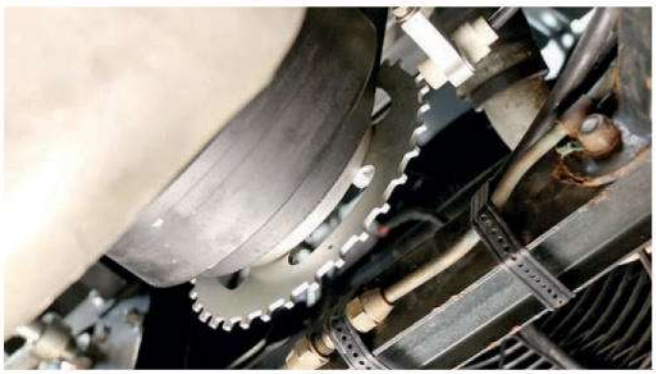
FUEL INJECTION CONVERSION

There's nothing wrong with a set of carburettors, but a more modern fuel injection assembly can improve fuel economy, performance and reliability. And if matched with electronic ignition and a programmable ECU, your classic Jaguar's engine can be brought into the 21st century.

Fuelling specialists, such as Jenvey and Webcon, sell many of the parts that are required for a fuel injection system, and some even offer a comprehensive conversion kit, with prices generally starting at around £12,000.

SNG Barratt recently launched a fuel injection conversion kit for the 4.2-litre XK engine fitted to the E-type Series 1 and 2. It promises to be a DIY fitment, although the exhaust downpipes need to be modified to weld an adaptor in position to in turn fit a pair of oxygen sensors. A programmable ECU is included with a base map to get the engine running, and the kit also includes a coil pack, new HT leads, throttle linkage, a new fuel pick-up and pump, wiring harness, sensors (e.g. crank position) and a complete fuel injection assembly with an inlet manifold to secure to the side of the cylinder head.

Retro-fitting an older fuel injection system from a more modern Jaguar is another approach to upgrading from carburettors. This can in theory be cheaper than using a more modern bespoke system, but it may be less flexible when compared with a programmable ECU that can fine-tune the engine's performance, log faults and provide a view of live engine data via a laptop.



IGNITION SYSTEM UPGRADES

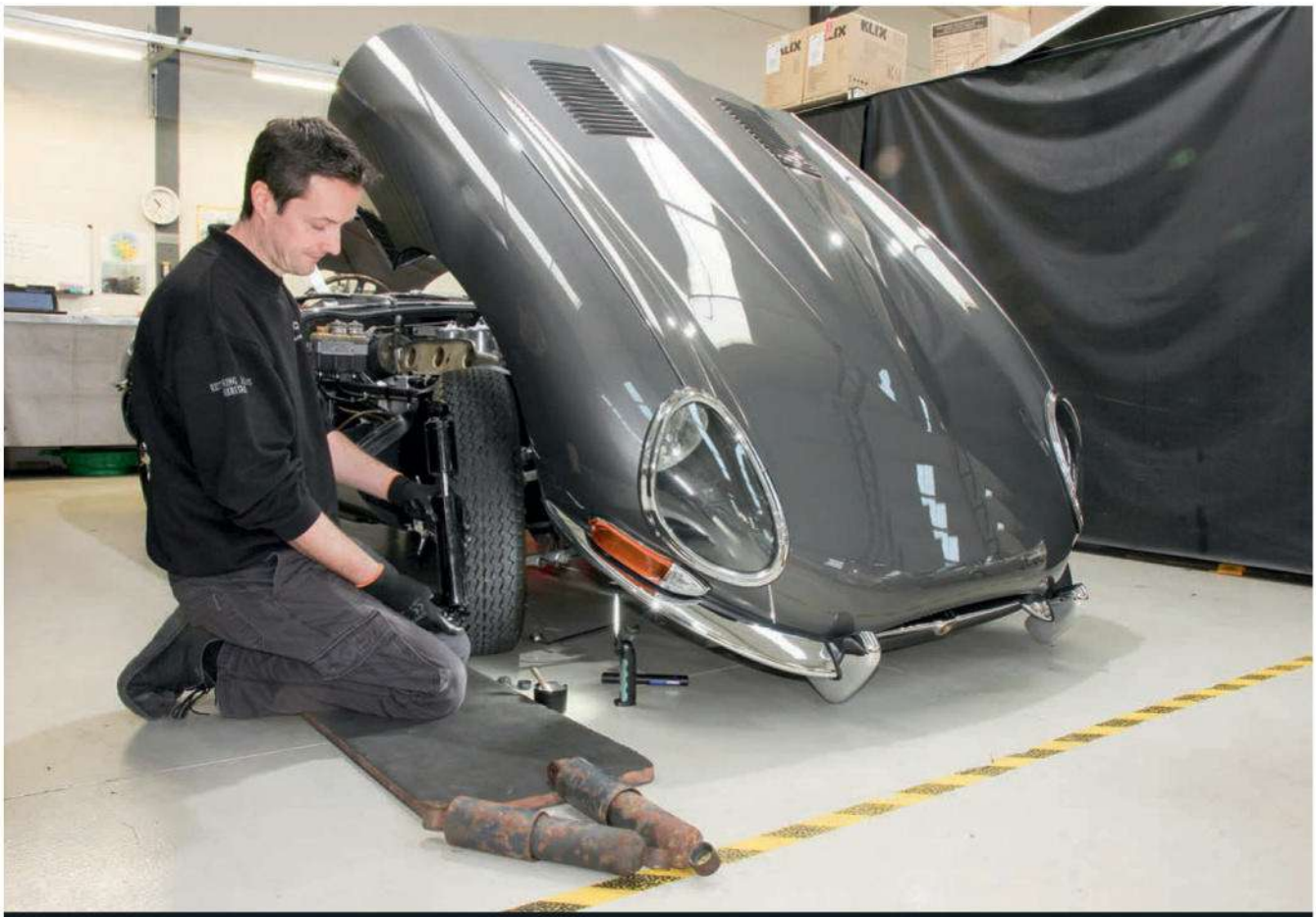
Upgrading the ignition components often only arises when problems emerge. However, it can be hard to tell whether the components for the ignition system are failing because this often only happens in extreme conditions, such as when the engine is close to maximum rpm. It's only then that the spark plugs may get too hot, for instance, or the HT leads may become less efficient. Spark plugs that have become too hot may result in unwanted detonation of fuel (at the wrong time) and they could eventually break down, so can be visually inspected.

HT leads that are losing their efficiency can be tested to determine their resistance, but this may not help identify a problem at high engine rpm. If you are in any doubt, choose a brand of HT leads that offer better insulation and good conductivity.

Switching from points and a condenser to electronic ignition has long been a popular upgrade to say goodbye to having to change them and to also avoid the dreaded points closing up and the engine not running.

Whilst lowering an electronic ignition module into a distributor is a good starting point, there are some more sophisticated distributors, such as those from the Dutch 123ignition manufacturer, which offer a lot more tuning potential. Some can be connected to a tablet to view data, alter settings and even immobilise the engine.

There are more complex upgrades for the V12 engine, where the Lucas Oscillating Pick-Up System (OPUS) was employed (a type of ignition amplifier). Spares are now hard to find, but it can be replaced with a modern electronic ignition module. Fitting it involves a stripdown and rebuild of the distributor, and costs around £600 on an exchange basis. For further details, see the October/November 2023 issue of *Classic Jaguar* for a feature on H&H Ignition Solutions and their OPUS upgrade.



SUSPENSION TWEAKS

Improving the handling of your Jaguar doesn't always mean you have to uprate the suspension, but providing the existing components are in good working order, then there's a lot to consider before spending your money. Few people want a harsher ride quality, so if you want less body roll, there may have to be a compromise unless you can be certain that, for instance, a stiffer set of coil springs and a thicker anti-roll bar won't result in your fillings falling out every time you drive into a pothole.

The perception of handling and ride quality are affected subconsciously by noise. Excessive panel rattles and vibration will leave you feeling your Jaguar's suspension and the overall car are falling to pieces. Eliminate that noise through soundproofing and extra fastenings and you may find the handling and ride quality have been seemingly transformed.

If, however, you are certain that suspension modifications are the way forward, then tread carefully. Uprating bushes, for instance, isn't a case of fitting something harder that's made of polyurethane. This can lead to stress fractures, so always ask the supplier for Shore hardness ratings to help compare with the specification of standard rubber bushes.

Similarly, check before fitting supposedly better suspension springs that they won't alter the ride height of the vehicle. You may or may not want this, but if the ride height is altered, find out whether this will upset other aspects, such as the steering geometry, or the tyres fouling the arches. This is where height-adjustable coilovers and even adjustable dampers are beneficial.

Some upgrades won't change the handling or ride quality, but will reduce future routine maintenance, such as replacing suspension balljoints that have a grease nipple for ones that are a sealed unit.

SITTING COMFORTABLY

Originality is often essential with a classic Jaguar, so when it comes to interior trim, it's often difficult to stray from standard and make any noticeable improvements, or is it? Adding soundproofing to the interior will make it quieter, reduce panel vibration and transform the ride quality.

Adhesive pads can be added to the insides of the doors and other panels to reduce vibrations. This doesn't necessarily mean the entire panel has to be covered in an anti-vibration material, just part of it.

Soundproofing mats can be fitted underneath the carpets to help absorb road and exhaust noise. If possible, the same mats can be placed behind the dashboard area to absorb engine noise. Replacing a PVC hood on an E-type roadster with mohair will not only look better but could be an improvement for the level of wind noise (a brittle PVC hood may be draughtier).

Restoring the seating with new foam, diaphragms and other components will often make a huge improvement, even if you retain the old seat covers for authenticity. We've followed the likes of Aldridge Trimming building original-specification seats for Jaguars, such as the E-type, that can offer a superior level of comfort thanks to the modern foam and other materials that are used.

And Aldridge Trimming recently developed an uprated backrest for the front seats of the E-type (suitable for all models apart from the seats fitted in the 3.8), which offers more lateral stability, greater legroom and head support without the bulkiness of modern day equivalents, and makes use of the existing reclining mechanisms so no modifications are required meaning that the original backrests can be refitted at any time if originality is a must.

BETTER BRAKES

Improving the stopping power of your Jaguar is a sensible modification to want, especially if you also drive a modern vehicle. Providing the brakes, tyres and suspension are all in good working order, then there are a few small improvements worth starting with to see if they make a sufficient difference.

Fitting performance brake pads may be all you need to sufficiently improve your brakes. Fast road pads, such as EBC Greenstuff or Mintex M1144, are some of the brands that are available for classic Jaguars. They may feel as though they offer more grip when braking. Some require the brakes to be warm to get the most out of the pads, whereas other promise to be just as effective when cold. Whatever you choose, don't expect miracles. All pads can become too hot during prolonged braking, which results in brake fade.

Changing the rubber brake flexi-hoses for braided steel will help to maintain braking pressure, but whether it makes a noticeable difference isn't so straightforward to determine. The balloon effect of a rubber hose versus a more rigid braided-steel hose can result in slightly less pedal travel. Such an upgrade is complementary and worth doing if you intend to uprate the brake calipers, for example.

Fitting performance brake discs with grooves, dimples, holes and slots helps to extract unwanted brake dust trapped between the pad and disc, thus improving braking efficiency. It doesn't eliminate the problem of brake fade when the pads get too hot.

Brake calipers with more pistons than a standard caliper is often a clear improvement. Aftermarket conversion kits are available for a range of models or, in some cases, the brakes from a performance model, such as the XJR, can be fitted on to a lesser model.

SPIN-ON OIL FILTER CONVERSION

The traditional oil filter cartridge that's contained inside a canister on the side of the engine block can in many cases be upgraded to a more modern spin-on type (as used on many modern vehicles). A suitable conversion kit uses the old oil filter housing (the part that's attached to the side of the engine block), but includes an adaptor in which to thread a modern spin-on oil filter to it. Budget for a little over £100 for the kit.

Removing the old oil filter components can in theory be completed in situ, but if a metal oil filter retaining plate is fitted inside the oil filter head (the part that's attached to the engine), this usually needs to be removed as well. Consequently, it may be easier to remove the oil filter head, secure it in a vice and remove the retaining plate. This also makes it easier to fit the adapter to the oil filter head and the new spin-on filter, although this can be left until later.

The benefit of having a spin-on oil filter is truly appreciated when the engine oil is changed during a service. Instead of having to undo a bolt to extract a metal canister containing a cartridge and several seals, a filter strap can be used to unscrew the old filter, then fit a new one (adding a smear of fresh engine oil to its seal reduces the risk of it dragging and tearing). In some cases, the new spin-on oil filter can be part-filled with fresh engine oil to help with starting the engine after it has been drained and refilled.

CONVERTING TO NEGATIVE EARTH

Jaguars manufactured up to the era of the Mk2 were fitted with a positive earth system (the positive lead on the battery is routed to the bodywork), the switch to negative earth electrics being around the mid-Sixties when alternators replaced dynamos. Whilst all cars fitted with a dynamo originally had a positive earth system, not all cars with a more modern alternator were negative earth. Independent classic Jaguar specialist Ken Jenkins recalls that some mid-Sixties police cars were equipped with an alternator and positive earth electrics.

A 12-volt system was used in all cases, although this often comprised two 6-volt batteries. Switching to a single 12-volt battery can make it cheaper in the future for buying a replacement.

Converting to negative earth offers several benefits, such as the opportunity to use a modern alternator to recharge the battery and to install other equipment that needs a negative earth system (e.g. a cigarette lighter for recharging a mobile phone).

A negative earth conversion is more involved than simply swapping the battery terminals over. "We sometimes change the car battery to keep the terminals in the same position and avoid lengthening the leads," says Ken. "The older radios are often fitted with a plug to allow you to change polarity. If not, it is easy to fit a later radio. We disconnect the clock to avoid damage, and some people glue in a cheap wristwatch to see the time."

Ken explains that early ignition coils are marked SW (switch) and CB (contact breaker) for their small terminals. "When going to negative earth just swap the connections round so that SW is now going to the distributor."

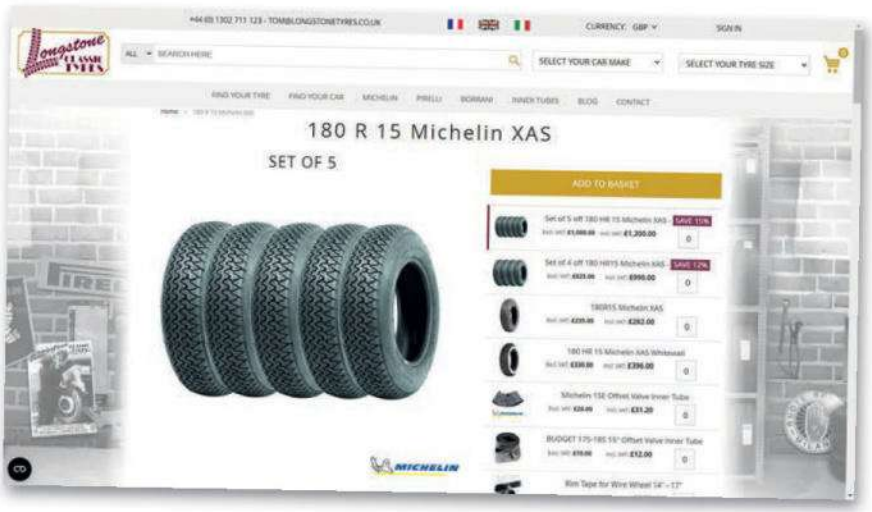
The connections on the ammeter need swapping, but if you are fitting an alternator, the ammeter would need replacing with a voltmeter, and an alternator loom needs fitting. The wiring for the wiper motor and heater will need to be swapped around. The fuel pump may need to be changed (if it's electronic). As a rough guide, budget for up to £2,000 for a specialist to complete a negative earth conversion.

Finally, Ken stresses that after a vehicle's wiring has been converted from positive to negative earth, it must be inspected and signed off by an auto electrician, then your insurance company must be notified. "Over the years I have heard of three instances where a car has been converted, burnt out and the insurance company has not paid out because it is a 'modified car'."

GET A GRIP

The potential for improving the handling, grip and ride quality of a Jaguar through fitting top-quality period tyres or at least fitting the recommended ones for that model are immense, and they can help to complement other upgrades concerning the brakes and suspension, because the carcass design suits your geometry, while modern compounds improve the grip.

The Jaguar Mk2, for instance, was originally equipped with Dunlop RS5 cross-ply tyres on 15in-diameter wheels. Longstone Tyres recommends upgrading to the period radial tyres, such as the Pirelli 185VR15 Cinturato CA67, which cost around £1,000 for a set of four. "Michelin makes a rather special 180HR15 XAS tyre that's a little cheaper and in my opinion better for non-power-assisted models because these tall, thin tyres keep the steering light and precise," explains Dougal Cawley at Longstone Tyres. "The Mk2's steering is not only quite heavy, but at cruising speeds it tends to wander and follow the unevenness in the road, so you have to correct it frequently to keep the car travelling in a straight line. The Michelin XAS's asymmetric carcass and tread pattern combined with the rounded thin footprint overcame a lot of these derogatory effects. Fitting XAS is like increasing the caster of your front axle without making the steering heavier. XAS helps a classic car drive in a straight line."



Dougal also says that if the steering on your Jaguar feels too heavy, changing the tyres makes a difference (assuming there are no issues with the steering that cause it to feel heavy). "Less of a footprint makes the steering lighter. Take the classic S-type, which was initially fitted with Dunlop RS5 (640 H15) cross-ply tyres that were replaced in June 1964 with SP41 radials. If you consider your steering to be heavy with either of these tyres, the 180HR15 Michelin XAS is superb and offers lighter steering and also the 185VR15 Pirelli Cinturato CA67 radial tyre."

Fitting wider tyres isn't always the answer, as Dougal explains. "There are a huge amount of 1960s Jaguars out there fitted with 205/70R15 tyres, which then end up with power steering, when the real answer was to step back to the correct period tyre. Jaguar didn't fit tyres above a 185 section without power steering, because it just isn't as nice to drive. I constantly come across cars that have had a stream of modifications done to them trying to overcome the fact that someone put some fat tyres on it." ■

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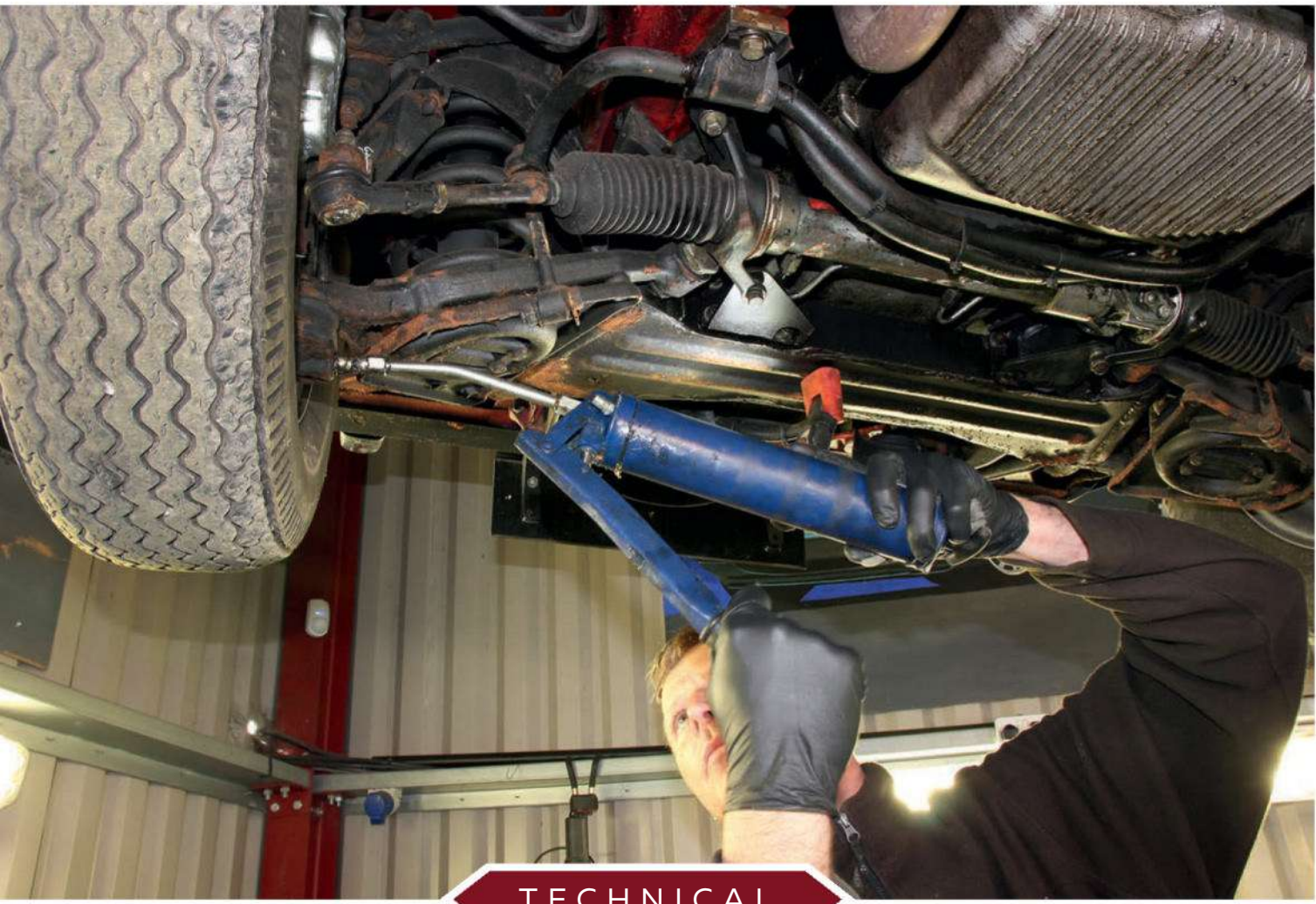

TECHNICAL

WINTER JOBS

If your Jaguar is tucked away inside a garage for the winter, then perhaps now is the time to tackle some major jobs. Here's a tick list of ten of the most interesting and relevant winter jobs.

WORDS & PHOTOGRAPHY: **ROB HAWKINS**

There's always something that needs doing to a classic Jaguar, whether it's preventative maintenance, such as rustproofing, or non-essential repairs that keep getting put off. The trouble is that the jobs list can never end and potentially drain all enthusiasm you have for owning a classic Jaguar.

To help get you planning, we've chosen ten aspects that we reckon can be addressed over winter. They vary in terms of time, skill level and tools required, but all contribute towards the survival of a classic Jaguar. You don't have to pick all of them or even one of them, but hopefully they inspire some thought.

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OIL SERVICING

Refreshing the engine oil and its filter is often a relatively straightforward job, providing you can access the underside of your Jaguar (if you haven't got an inspection pit or lift, then drive-on ramps can provide extra ground clearance). An all-in-one drain and oil storage container helps to reduce the mess created by this job, and some are shallow enough to fit underneath a vehicle. Adding an engine flush to the oil, then running the engine before draining the oil can help to loosen carbon deposits and ensure more of the old oil is removed.

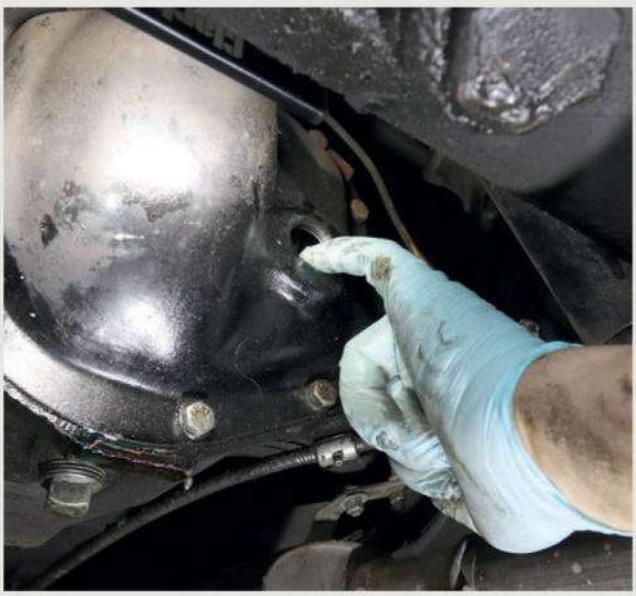
Replacing a standard canister oil filter can be a potentially awkward job, and it's essential to ensure the correct seals are fitted to eliminate the risk of oil leaks (our modification guide outlines what's involved in updating to a modern spin-on oil filter).

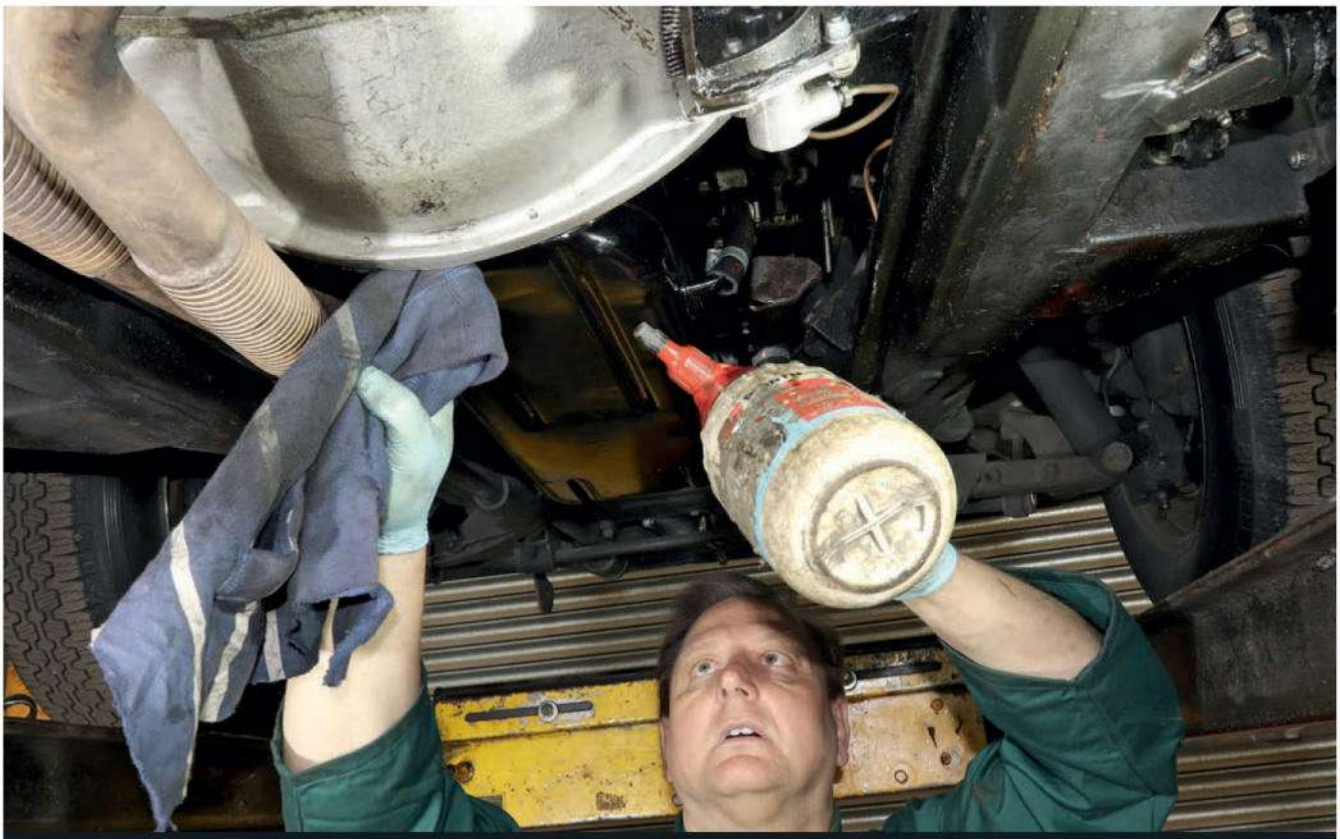
It's worthwhile checking the oil level inside the gearbox and rear differential. Automatic gearboxes usually have a dipstick that can be extracted from inside the engine bay. The engine may need to be running, the gearbox oil warmed up and Park selected to check the level.

A manual gearbox may have an inspection/filler plug to undo to check the level is just below the hole.

Checking the oil inside the rear differential is similar to the procedures described for a manual gearbox. An inspection and filler plug is usually found on the back of the casing.

Should you wish to drain and refresh the oil inside a gearbox or differential, then a drain plug will need to be undone, but make sure that the filler plug can also be undone. Some automatic gearboxes require the filter to be replaced as well.





OIL LEAKS

Winter is a good opportunity to investigate any suspicious-looking oil leaks, or at least make a note of them. The trouble is finding the source of the problem, especially if the oily residue is difficult to identify and could be anything from gear oil to power steering fluid.

If you are unsure about an oil leak, you may have to start by taking a photograph of it (to show where it has spread), then clean off the oil and inspect the area again a few weeks or months later.

A light misting of oil may have accumulated over several years and could be difficult to trace and uneconomical to fix if oil levels are not noticeably dropping. This could take time to determine, especially if the oil has spread when the vehicle has been driven (the flow of air can move a drip of oil around the front of the engine all the way across the underside of the subframe).

Some oil leaks may be more obvious, such as a leak around an oil filter, drain plug or a feed hose, which can often be fixed with a new seal or hose clip.

The cause of an oil leak isn't always because of a faulty component. A blocked breather, for example, can raise the pressure inside the engine or rear axle, resulting in oil leaks. Most classic Jaguars that have a live axle (also called a banjo axle) at the rear may have a small breather hole, which can be checked with a screwdriver to ensure it isn't blocked.

ENGINE HEALTH CHECK

The condition of your Jaguar's engine can be inspected without having to dismantle it, although we appreciate this is probably something that you won't want to do in case it opens a can of worms. However, it could identify an issue before it gets any worse and creates bigger problems.

A good starting point is to remove the spark plugs to inspect their ends. A light brown colour that's dry generally indicates the fuelling is satisfactory. Ones that are coated in black soot suggest the engine is running too rich, or it has been frequently stop-started.

With the spark plugs extracted, an inspection camera (also called a borescope) can be used to look inside to check the condition of the top of each piston and, in some cases, the combustion chamber. This may help to spot damage and combustion issues, such as early failure of the head gasket whereby coolant is steam-cleaning one of the cylinders.

An inspection camera costs from upwards of £30 – some of the cheaper ones connect to a mobile phone to use its display. The more expensive cameras can look upwards to inspect a combustion chamber, although cheaper cameras attempt to cater for this with a mirror, but it rarely helps.

Another engine health check worth conducting is a compression test. Using a suitable compression tester and with all the spark plugs extracted, the ignition coil disconnected and the throttle fully open, the engine needs to be turned on the starter motor to measure the compression of each cylinder. Equal amounts of around 150psi, for example, suggest there are no issues with the valves or head gasket.

COOLANT REFRESH

The freezing and cooling capacity of the engine coolant should be tested at least once a year with a hydrometer and, in most cases, the coolant should be drained and refreshed every two years.

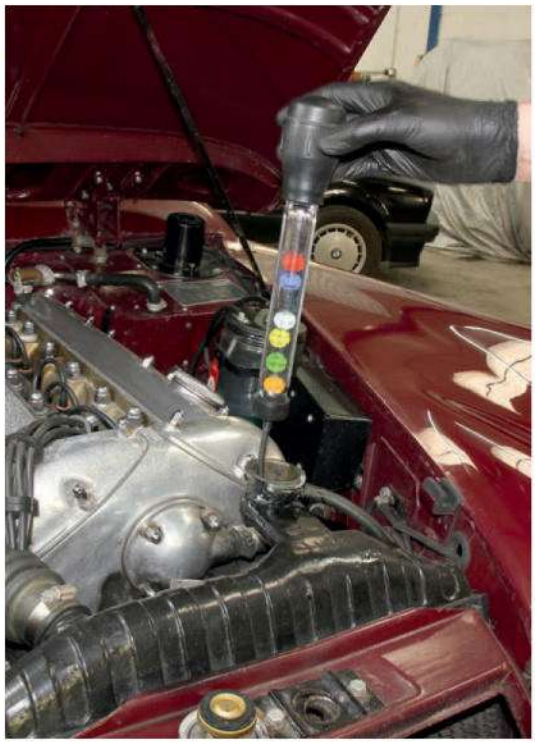
Draining the coolant can be a messy job. Some engines have a drain tap on the side of the block, and there may be a similar drain tap along the bottom edge of the radiator or close to the bottom hose. Attaching a hose to these drain taps helps to direct the old coolant into a container instead of allowing it to run all over the floor.

If a drain tap cannot be found, then releasing the bottom hose that's attached to the radiator usually ensures most of the engine coolant is removed. Switch the heater to hot so that any coolant inside its matrix can be drained.

There's more to refreshing coolant than simply draining and filling it up again. It's worthwhile flushing the system to remove any silt. If possible, attach the end of a garden hosepipe to an outlet or hose on the engine, then flush fresh water through, collecting whatever comes out. You may have to repeat this process to flush the engine and radiator separately.

If you are unsure about the condition of the radiator, it could be better to remove it, then flush it out using a garden hosepipe. This will help to build up some pressure inside the radiator and ensure silt can be removed. Adding a coolant flush can help to break down that silt to extract it.

When refilling a coolant system, one of the main aims is to extract any air locks, so undo any bleed screws to help with this.



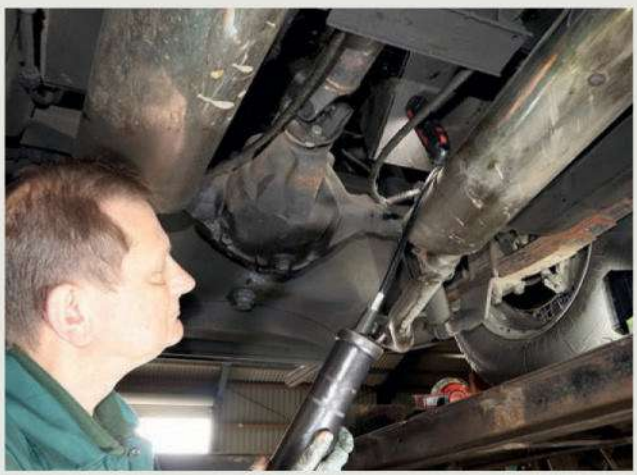
GREASING UP

A thick form of grease is often used in moving components such as suspension balljoints, the universal joints on the ends of the propshaft and driveshafts, some steering components and even points on a handbrake cable.

If a grease nipple is present, then in most cases, fresh multipurpose grease can be pumped through it to replenish whatever is inside. Sometimes, the old grease will ooze out, helping to show it has been fully replaced when it changes to the colour of the new grease, whereas in other cases, pumping a little grease through is all that's required to avoid damaging any seals.

A grease gun is the popular tool used to pump grease into the aforementioned components. A mechanical grease pump costs around £10-£20 or more. Some can be equipped with a cartridge, which is much less messy than having to scoop grease into it.

Clean around the grease nipple before attaching the end of the grease gun to it. This will reduce the risk of any dirt being pumped through and potentially blocking it. Consequently, problems that can arise relate to a blocked grease nipple, whereby the grease cannot get through. Removing the grease nipple (use a small spanner to unscrew it) and soaking it in white spirit or a similar solution can help to remove any dirt that's inside it. Afterwards, attach it to the end of the grease gun to test it. If it still fails, it may be easier to replace it.



WATER INGRESS

This job should be conducted before rustproofing to avoid any delays when you, for example, discover a sill is full of water and need it to be emptied and dried out before anything can be sprayed inside it.

Start with the boot, emptying everything that's inside, from the carpets and toolkit to the spare wheel. If water is present, there may be some drain plugs to remove to help extract the unwanted liquid. If there isn't, mop it out with a few cloths, or bail it out with a container. Only drill holes in the boot floor if you are confident you won't drill into components such as the fuel tank.

Open the doors to look along the lower edge for any drain holes – poke a screwdriver through to check they are clear. If you are at all unsure as to whether the doors have water inside them, remove the door cards to investigate further. The doors are designed to allow water to seep past the glass, run into the door and out of the drain holes, so it's important to look inside them and make sure they are dry and rustproofed.

There should also be some drain holes along the bottom edges of the sills. Use a small screwdriver to check they are clear. If you suspect there's water inside, park the vehicle on a slope to see if it runs out.

Feel around the carpets inside the vehicle to see if water has leaked through. This can be difficult to trace back to the source thanks to gravity and the shape of the floors. The typical suspects include the seals for the sunroof, doors and glass, but it may be at the opposite end where there's a hole in the floor.

Water ingress can be a time-consuming problem to fix that creates all sorts of other mysteries beyond corrosion (a blocked drain hole around the fuel filler cap can result in water contamination of the fuel), so you may find you spend most of the winter and beyond battling against it.

RUSTPROOFING

This is a job that can potentially open a huge can of worms, especially if corrosion is discovered that means welding repairs are required. However, it's perhaps better to not ignore the problem and protect as much of your Jaguar's metalwork as possible.

The key to successful rustproofing is to not rush into it. Preparation takes up most of the time, so set aside several hours to remove surface corrosion before treating it with a rust inhibitor and coating it in a suitable paint or rust protection product such as Underseal.

Removing surface corrosion can be a daunting task, especially if all you have is a wire brush and a scraper. A wire wheel attached to a drill or angle grinder is more effective but can't get into tight spots. Instead, a die grinder with a suitable attachment can help, but you may still have to resort to a wire brush and elbow grease.

Applying a rust inhibitor to an area that has been affected by surface corrosion helps to seal it, as does applying a suitable metal primer. Allow sufficient time to dry, especially in winter, before applying paint, followed by any rust protection products.

Hidden areas are not so easy to treat. Surface corrosion inside a sill or chassis leg often can't be removed, but spraying a wax-based product inside will help to keep the moisture away. The only trouble is the wax moves any moisture to a different area, so corrosion can still occur. Even coverage of wax or a similar rustproofing product is essential, so whilst an aerosol can is sufficient for a small area, air-fed equipment or a mechanical pump provides better coverage for larger areas.

WHEELS AND HANDBRAKE

A worthwhile winter task is to remove the road wheels to clean, polish and wax them in the hope that this will preserve their finish. Brake dust and road salt can deteriorate the lacquer or chrome exterior, so protecting it with polish and wax can extend its life. Sadly, it won't restore bubbled lacquer where it has oxidised and lifted. A repair kit may be able to save the day, but otherwise, the wheel needs to be refurbished.

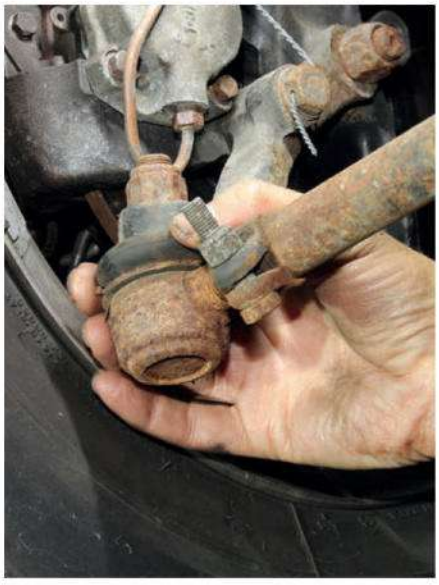
Cleaning the road wheels with car shampoo and hot water usually helps to remove most of the dirt, but if it doesn't, try a wheel cleaning solution (unless this isn't suitable for your wheels).

If the road wheels prove difficult to remove from their respective hubs (after undoing all of the nuts/bolts), clean the mating surface of both. Corrosion is often the problem.

Similarly, if the wheel brace or socket you usually use doesn't fit over the wheel nuts, then it's likely they have swollen. This is a common problem on later Jaguars from around the Nineties onwards. Fitting a slightly oversized socket (e.g. 21.5mm instead of 21mm) may solve the issue, but always replace the wheel nuts. Oversized sockets are available from specialists such as Laser Tools.

If a wheel is located with a spinner, clean the thread of both the spinner and hub to remove any dirt (spray over them with brake cleaner, then wipe them down with a clean cloth).

It's inevitable the handbrake may need adjusting. In most cases, slacken the adjuster for the cable before adjusting the handbrake mechanism at each road wheel. This reduces the risk of tension in the handbrake cable affecting the adjustment at the rear brakes.



PERISHED RUBBER

This is more of a long-term plan, but a worthwhile inspection exercise. Start with the tyres, looking for cracks and perishing in the sidewalls and across the tread. Look for a four-digit date stamp on the tyre's sidewall, which indicates when it was manufactured. 1015, for example, means it was made in the tenth week of 2015. Most tyre manufacturers recommend replacing tyres after six or seven years because heat cycles and exposure to sunlight (ultraviolet light) deteriorates the rubber. Plus, the steel carcass inside the tyre can corrode and break down.

Other rubber components on a Jaguar that should be inspected include the coolant hoses in the engine bay along with any other hoses for the power steering, brakes, fuelling, engine oil and induction system. If any need to be replaced, make sure the correct type of hose is fitted. A breather hose, for example, will split and leak if it's filled with engine coolant.

Turn the steering to full lock to check the condition of any dust covers over the balljoints on the ends of the track rod ends, and the corrugated rubber gaiters that protect the track rods, which are connected to the steering rack (unless your Jaguar has a steering box). Splits in the rubber could mean that grease can escape, whilst dirt and water may get inside and cause premature wear.

The rubber mounting bushes for suspension components (anti-rollbar droplinks, dampers, tie rods and arms) can be visually inspected for cracks, but it may also help to lever against them with a pry bar to check for excessive movement. Any problems in this area could result in handling issues and unwanted knocking noises when driving.

Similarly, visually inspect the condition of any rubber hangers for the exhaust system. Replacing them before they split and risk damaging the exhaust system could save you in the long run.

PAINT RECTIFICATION AND POLISHING

Paintwork with a dull, faded finish can often be revived, but it's rarely a five-minute job, so it's best left for a time when the vehicle isn't being used for a day or two.

If you have some paint defects that you think you can fix, then the best starting point is to thoroughly clean the exterior. This will ensure that dirt doesn't get dragged into the area that's to be repaired and create more issues, such as swirl marks. So, after a thorough wash with a car shampoo and water, further cleaning can be conducted using a variety of products ranging from tar remover to a clay bar.

Once you are confident the dirt has been removed, you can then fully assess the rectification work where, for example, the shine needs to be restored. A colour restorer or a mild cutting compound may be all that's required, and if you are new to the world of polishing, this is often a good starting point that's rarely dangerous enough to create more problems.

If you know what you are doing, then you may want to use a fine wet-and-dry paper to remove the top layer, then restore the shine with suitable cutting compounds and a machine polisher.

The time involved in rectifying paint defects can soon pass by and it's essential to take stock of what you have done to determine whether or not it has made a difference. From the professionals we have worked with, it's one of those jobs that requires the use of good-quality products and a reasonable level of skill to get it right. ■

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BUYING YOUR FIRST CLASSIC JAGUAR

WORDS: **SAM SKELTON** PHOTOGRAPHY: **KELSEY ARCHIVE**

Regardless of the funds at your disposal, Jaguar ownership is a tempting prospect. We've lined up six of the best starter Jags.

So, you've been reading *Classic Jaguar* for some time and you've decided it's time to take the plunge. Or perhaps this is your first issue, you might be new to the world of old Jags and tempted to delve more deeply. Well, *Classic Jaguar* is here to help. We're not putting a conventional buying guide into this issue – we have an impressive back catalogue of Jaguar buying material available, tailored toward people who know exactly what they want and need to know how to get it. This guide will be different – if you're new to Jaguar, you might not be aware of what you can get, at what sort of money, and what makes it worth a look. That's the primary focus of this feature – to help those who are new to buying classic Jaguars to decide upon the right model for them, with pros and cons listed for a number of more popular Jaguar models.

So settle back, because this might be the most useful bit of buying advice you read if you're considering taking the plunge. At the very least, it should help to narrow down the market and help you to understand which Jaguar models might be right for you. »

E-TYPE

Let's start with the big hitter. The E-type is one of the most glamorous cars in the world, and on many peoples' Lottery win lists. So obviously, if you can afford it, an E-type is the car you want. And why wouldn't you? Powerful engines, svelte styling, the perfect image. But E-types do come with drawbacks as well, which will ultimately require compromise. The bad news is that if you're anything over about 5'10" and twelve stone, you'll find an E-type Series 1 or 2 to be more than a little on the tight side. The solution to this is of course to look for a 2+2 – not only will you save money but you'll be able to fit. The drawback is the styling; the upright screen and raised roof do not endear the 2+2 to everyone.

If you do end up with a 2+2 though, from behind the wheel there's next to no difference. It still has an E-type interior, it still drives like an E-type, the view over the bonnet is an E-type view. As an investment we would recommend buying the earliest E-type you can afford, in two seater form and ideally a roadster, but for regular use the opposite applies entirely. The Series 3 offers a different driving experience from an S1, as a result of Jaguar's fabulous 5.3-litre V12 replacing the XK unit. It is more refined than the 4.2-litre in the car that preceded it and, with 272bhp, gains momentum smoothly and easily. It also came with power steering as standard, making it easier to live with in the modern age than its older siblings. Although the V12 is much larger than the XK straight-six it is all-aluminium, so adds only 40kg onto the E-type's front-end weight and, therefore, doesn't compromise the car's famed handling. It remains composed, offering high levels of grip through corners, which can be taken swiftly and confidently.

Many E-types have been restored and many of them badly, so look closely at panel gaps, as well as getting underneath to check for signs of rust. It's also worth checking under the carpets for dampness. Mechanically E-types are pretty reliable if maintained properly, but it's worth taking an expert to view it given the values all E-types now fetch. Expect to start at around £35,000 for a tatty but usable Series 3, up to £70,000 for a nice roadster. At the other end, you won't find a nice Series 1 2+2 for under £50,000 any more, and very early 3.8s are still knocking on the door of £200,000 to the right buyer.

SERIES XJ

Don't be put off by our calamitous Daimler experience – it was always a gamble buying a supposedly roadworthy car for project money. You cannot expect it to be faultless whatever you spend, a Series XJ will always require some sort of maintenance to keep it in good order, but they're excellent value compared to most classic Jaguars, and the ride and handling balance is second to none.

The one we would advise you to buy as your first Jaguar is the Series III – primarily because it's the most up to date and most thoroughly developed, but Series I and II cars shouldn't pose any major issues either. The V12 is much more complex, but Series III experts also report it to be the most reliable of the lot if properly cared for, so whether you want a six cylinder or a V12 should come down to the likelihood of you performing your own maintenance – there is much more room to work in a six pot engine bay. 3.4s – and 2.8s for earlier models – fetch less money than the 4.2. Speaking of money, we'd suggest that you leave anything much below £5,000 to restorers, and buy the very best you can afford. Series IIIs are the best value, but even for a nice Series I you shouldn't be paying much over £15,000 unless the car is in absolutely top condition and comes with a guarantee from a reputable classic trader.

The most obvious thing to check for is rust, especially along the bottom of the doors, along the sills, around both screens, inside the rear wheelarches and front wings, and particularly around the headlights. The boot floor can also rust through.

Worn wishbone bushes can be an issue, but of more concern is corrosion around the radius arm mounts. The subframe could have corroded unseen due to poor-quality powdercoating, and the first sign of trouble may be the gradual increase of negative camber. 4.2 litre engines can crack between cylinder liners, snapping head studs submerged in coolant and distorting the crank tunnel. 2.8s and 3.4s do not suffer with this issue. The Borg Warner Model 66 automatic gearbox fitted to most Series IIIs is generally reliable, but regular servicing is essential. The same applies to the GM400 in the V12s.

Inside, other than the usual wear to the leather, the trim is susceptible to damage; heat and UV rays cause plastics to crack and the veneer on the centre console to peel from the metal backplate. None of this should be beyond the average trimmer.

XJ40

Arguably the most affordable way into a classic Jaguar is still the XJ40 series – as it has been for the last two decades. The squared-off saloon attracted mixed opinions when it was new, but it's matured into a card-carrying classic proposition. When new its critics didn't care for the sharper styling, the LCD dashboard or the drooping tail, but they liked the new AJ6 engine and the way the car drove. Over time, improvements were made – a more traditional dashboard, more powerful engines and new trim levels – and as the newest are now over thirty years old the market is shifting. The best XJ40s are no longer £500 cars, with really tidy Daimlers and V12s fetching up to £10,000 – but there are still plenty of 3.2S, Gold and Sovereign examples out there at far more sensible money. You can spend as little as £2,000 on a usable and presentable example if you aren't fussy about specification or mileage, and values are only set to go up. Early cars are most collectible, but the later models are less temperamental. Digital dash issues and electrical problems have put paid to most of the older examples, and the only surviving 2.9s and 3.6s now will be the ones that were cossetted from new.

Issues to be aware of when looking at cars to buy include metric tyres, fitted to the majority of early examples – they're produced to order by Michelin in limited batches, and the odds are that any metric tyres still fitted will be over a decade old. Fortunately, later imperial wheels are a direct swap. Post 1990 cars are much more rust resistant than early examples, as well as not suffering from issues caused by multiplex wiring. The trim also feels to be of a superior quality, meaning that aside from resale value there is no real disadvantage to choosing a later XJ40 over an earlier one. The second revision in 1992 saw the battery relegated to the boot for the 1993 model year, this was among several changes made in anticipation of the X300 series. That car is effectively an XJ40 under the skin, incorporating several revisions to the engine, drivetrain and trim, and much of what is said here applies equally to that car if the softer and more classical lines are more to your taste.

XJS

Buying an XJS would put you among respectable company. Sir Patrick Stewart owns one, for instance. So does Sir David Suchet. And so, until about a decade ago, did Lord Prescott. Well, every rule has an exception...

But it's easy to see why the great and the good like the XJS. It melds flamboyant styling with traditional trim, a big engine with supreme comfort, it is arguably the closest that mainstream motoring ever got to the hand built personality of a Bristol or a Jensen. Launched in 1975 with a V12 engine, a 3.6 litre six pot joined the range in 1983 – manual only until 1987 to complement the automatic V12. A facelift in 1991 brought with it a 4.0 version of the six, while the following year the V12 grew to 6.0.

It might not be as lithe as the E-type to look at, but from behind the wheel the long and sculpted bonnet puts you in mind of the earlier car. It's a better long distance tourer than an E-type too, despite that its detractors might say, with comfortable seats and pliant suspension. Space is a bit tight if you're over six feet tall, but it becomes worth it every time you glance sideways into a shop window and look at exactly what you're sitting in.

As with the Series XJ saloon – upon which the XJS is based, and shares elements such as the floorpan – the biggest enemy of the XJS range is rust, so check the sills, door bottoms and underside of the car thoroughly before purchase. Jacking points are also worth inspecting – while on post facelift cars, the scuttle panel and windscreen frame can cause issues. These don't seem to be an issue on pre-facelift models, oddly. Mechanically XJSes are generally pretty good, but it's worth going through the electrical system with a fine toothed comb to ensure that everything works on any potential purchase. The electrical system of the XJS – particularly the pre-facelift XJ-S – was not its strongest feature, with connectors in particular prone to corrosion causing contact issues. Suspension bushes can wear, as these cars are heavy and prone to being driven hard. Listen for suspension clonks, the odds are these will be the biggest giveaway for those new to the marque as it will still ride more smoothly than the majority of cars on the road.

If you can find a good one – and prices for nice six cylinders start at around £6,000 and rise to north of £20,000 for an early pre-HE V12 manual – then it will be a car you cherish. Not only that, but it'll help you make new friends; the XJS Club is one of the friendliest single model clubs we've ever encountered.

MK2

The Mk2 is the Jaguar saloon that holds the greatest appeal to the average "general classic car enthusiast" – and we would be astounded if there were no readers here looking to buy a Mk2. The model's 65th anniversary has reignited interest in the media, and put it under the spotlight for enthusiasts looking to change their classic.

But there are Mk2s and Mk2s – and some offer significantly better value than others. Even if we exclude the cars that aren't really Mk2s – the S-type, the 420 and the Daimler V8 – there is still a significant price disparity between the Mk2 and the later 240 and 340 with their slimline bumpers (If the 340 tempts you, we've driven one for sale on page 108). And not only that, but there's a big disparity between 2.4, 3.4 and 3.8 litre variants. Of course, collectors will always prize the powerful 3.8 most highly, but the truth of the matter is that if you're only going to use your Mk2 to potter down to the local classic car show or to the pub, a 2.4 or a 240 will be more than adequate for your needs and will save you a significant sum of money toward running costs.

Whichever you buy, it's worth checking the A-posts, Chassis legs and sills for corrosion, as they're all water traps. Panels are available for Mk2s but at a price, so it's worth making sure the car you buy is as rust free as possible and we would advocate a pristine 2.4 over a tatty 3.8 for similar money any day. Wheelarches and suspension mounts are also prime areas for rot – but the good news is, if you can get underneath the car you'll be able to see any rust where it matters. Listen for knocking suspension on test, as these cars are hard on both springs and bushes and faults should be easy to find. They're fairly hardy mechanically – as long as they have their original engines. Later transplants from XJs are sensitive to coolant issues and silting, so make sure it's been changed every two years and flushed. In terms of trim, wood and leather are not cheap to sort out and we'd recommend yu buy the best interior you can. 240s and 340s with their Ambla plastic seats tend to wear better, but it's also cheaper when it comes to replacement if necessary.

You can spend up to £80,000 on an upgraded 3.8, but standard and usable 240s can be had for as little as £10,000. We'd go looking with £15,000-20,000 and buy the best example we could – or if we had the money, £40,000 would buy the very best 3.4 it was possible to find.

XK8

Arguably the most tempting model on this list, the Jaguar XK8 appears to offer astonishing value for a car that looks and drives the way it does. We know of people who have bought examples for as little as £1,000 – though we should temper that by pointing out that at that level the likelihood of passing another MoT remains almost non-existent. £5,000 gets you a more appealing example – for which a car that seems to combine the noise of the AJV8, the looks of a modernised E-type and the ease of maintenance of a 1990s car, is almost to good value to ignore. They're comfortable enough, but two seaters only despite what the back seat suggests. Use those as storage for any luggage that doesn't go into the huge boot. We'd recommend finding a car without the optional satellite navigation screen though – it's out of date, and the screen ruins the classic look of the dash.

However, it's not all sweetness and light. XK8s are known for corroding at a surprising rate, alongside electrical gremlins – to say nothing of the early AJV8's propensity to damage caused by Nikasil coated cylinder bores in place of conventional liners. While pre-2002 4.0 models are the more traditional classic XK – with smaller wheels, simpler dashboards and original touches – for regular use you would be better served by a post-2002 4.2 model. These didn't have the same Nikasil cylinder coatings, so there's no risk of reaction with the sulphur content of petrol. 4.0 cars also had plastic thermostat housings and timing chain tensioners, which are prone to failure – they can be swapped out for metal upgrades, but the 4.2 models had metal parts from the factory. In terms of rot, check the front subframe V mounts, front chassis legs, sills, wheelarches and floors.

There's also a supercharged variant for those for whom the standard V8 isn't enough – offering 370bhp in 4.0 form and 400bhp as a 4.2, the XKR can be identified by a mesh grille and bonnet vents. It's still no sports car, but whether supercharged or not it is an astounding grand tourer.

And as if all that isn't tempting enough, there's also a convertible variant for those who fancy the wind in their hair. But with a good heater and optional heated seats, it can be a convertible that suits all-year-round use. You'll pay about 20% more for a convertible or an XKR in similar condition to a basic coupe, and a further 20% for an XKR convertible.

TRIED & TESTED

TOP MARKS

Paul revisits the swansong for the enduring Mk2 Jaguar

WORDS & PHOTOGRAPHY: **PAUL WAGER**

As students of Jaguar history will know, founder William Lyons was a frugal man who did like to get a good return on his investment: the platform which underpinned the 1955 Mk1 would also appear under the Mk2, would later be repurposed with independent rear suspension for the S-type and would endure even after the launch of the XJ, finally bowing out in 1969.

We know today that the launch of the XJ effectively rendered the rest of the late '60s Jaguar range obsolete, but back then Lyons and his board were clearly not quite so confident, which is why the Mk2 remained in production after the new car was launched. In late 1967, the famed 3.8 was dropped and the remaining Mk2s were rebadged as 240 with the 2.4-litre XK and 340 with the 3.4 engine. The 340 would be discontinued when the XJ arrived in late 1968, but the 240 would soldier on until 1969, with both cars featuring cost-cutting measures including Ambla (vinyl) in place of the standard leather, a plainer style of bumper and simple vents replacing the front fog lights. To all intents and purposes though, these were still Mk2 cars and being the very last of the line, featured all the incremental upgrades which had been developed since that first Mk1.

It's the 340 we have here, courtesy of Fayreoak Classics in Cheltenham.

A 1967 example, making it one of the last, it's clearly had a lot of money and attention lavished on it over the years and is very much on the button and ready to go. There's currently no service history with the car, but Fayreoak have managed to trace some of this via a previous owner so this may well change.

In Royal Blue, it features a beige leather interior, which is obviously a retrim, and judging by its condition, not too long ago either. Possibly the best feature though is the full-length fabric sunroof which is a genuine Tudor Webasto unit complete with the flip-out wind deflector. Add in wire wheels, uprated Coopercraft brakes and the desirable overdrive and this is very much a Mk2 for the buyer who wants to use and enjoy it.

The Jaguar 340 can trace its lineage right back to 1955, with what retrospectively became known as the Mk1. This marked a whole new era for Jaguar saloons, with the 2.4 model joined by the 3.4 some 18 months later. It didn't take long for the 2.4 to become the biggest-selling Jaguar of the time, proving to all the world that executive cars didn't have to be big, cumbersome and old-fashioned. And despite being an upmarket saloon, the 'Mk1' pleased the enthusiastic driver by offering strong performance and decent handling. The on-paper figures certainly looked impressive, with even the 2.4 offering a top speed of 101mph – at a time when a three-digit figure was hugely exciting. The 3.4 took this to a whole new level, however, with a maximum speed just shy of 120mph thanks to its uprated version of the six-cylinder ex-XK150 engine, developing 210bhp.

The Mk1 attracted over 37,000 buyers worldwide, but after four years »

CONTACT

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on sale, there was a successor waiting in the wings: Jaguar's big news of 1959 being the launch of the Mk2. The biggest changes were above the waistline, a dramatic increase in glass area combining with a redesigned grille and new-look lights to give the appearance of a genuinely new car.

Mechanically, meanwhile, there were plenty of familiar features, including continued use of its predecessor's 2.4- and 3.4-litre straight-six XK powerplants, now complemented by a range-topping 3.8-litre version. Other improvements included the standard fitment of Dunlop disc brakes, as well as a wider track for improved handling.

Jaguar struggled to modernise and replace the Mk2 while retaining its unique position as an attainable sports saloon. The independent rear suspension fitted to the S-type of 1963 meant that it was not possible to sell it for the same prices as the Mk2, which against expectations remained a steady seller towards the end of the decade.

With arrival of the XJ6 imminent, late 1967 saw two re-branded versions of the Mk2– the Jaguar 240 and 340 – launched. The most obvious external difference was the use of slimline bumpers, while the interior saw Ambla vinyl upholstery as standard fitment.

The 240 had a useful advantage over the old entry-level Mk2, as a revised version of Jaguar's 2.4-litre XK unit brought an increase in power from 120bhp to 133bhp, achieved via use of a straight-port cylinder head in place of the Mk2's old B-type head, plus twin SU HS6 carburettors rather than the previous Solex units. Both the 240 and 340 were only ever intended as stop-gap designs, however, with the larger-engined car ceasing production as early as 1968, while the 240 lingered on until the following year. In all, the 240 and 340 models attracted 4,446 and 2,788 buyers respectively.

ON THE ROAD

The Mk2 is a 1950s car at heart and you're reminded of this by the separate key ignition and starter button, but the XK fires easily with its trademark busy burble and idles happily without smoking, while the dashboard

gauge shows healthy oil pressure.

Another benefit of the 340 over the earlier Mk2s is that post-'65 cars ditched the famously awkward Moss gearbox for Jaguar's own unit. Featuring refinements like synchromesh on first gear, it's generally much nicer to use and makes the car a whole lot easier to drive.

The 3,442cc XK engine's power output remained unchanged at 210bhp for the 340, and in manual form this translates to performance that was broadly on a par with the automatic 3.8-litre car. Weighing in at just under 1,500kg, the 340 can sprint to 60mph in under 12 seconds and even by modern standards is brisk enough to be fun.

We didn't get the chance to drive the 340 at higher speeds but the suspension seemed to be in good shape with no alarming clunks, and at modest speed on Cotswolds country lanes it offered that familiar Mk2 driving feel.

One thing on the options list for the Mk2 was the Marles Varamatic power steering but the owner of this one didn't tick that particular box. That means tight car parks and three-point turns in narrow roads can be hard work, but as usual it lightens up at anything above walking pace and on Vredestein radials feels nice and positive.

"The most obvious external difference was the use of slimline bumpers, while the interior saw Ambla vinyl upholstery as standard fitment"

On a summer's day that big fabric sunroof adds to the experience and it's also nice to see seatbelts fitted in the front in a car like this which can easily be used as a daily driver, at least in the warmer months.

VERDICT

If you thought the boat had sailed for bigger-engined Mk2s with the manual gearbox, then think again. As this one proves, the 340 can be great value and offers performance not far behind the fabled 3.8 which often commands some £10,000 more in similar condition. This one is in lovely condition and the sort of car you could proudly display at a Jaguar club event, yet not so fussily presented that you'd be afraid to use it. In our minds, it's the ideal combination. ■

SPECIFICATION

1967 **JAGUAR 340**

ENGINE: 3,442cc I6
POWER: 210bhp
TOP SPEED: 123mph
0-60MPH: 11.9secs
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JAGUAR MK 2 3.8

1963, £22,500. Manual with overdrive. Lovely condition throughout. Original factory fitted power steering and reclining seats. Good tyres, full tool kit, loads of paperwork, history and bills including original purchase invoice to Lieutenant-Colonel Edward Clayton Carter Lewis OBE. Also many service books and manuals. Jump in and drive away. All gauges and lights work apart from the clock (repair kit for clock included). Please call 07876 035129, West Midlands.
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JAGUAR XJS

1996, £14,995. Convertible Celebration 4 litre petrol automatic in blue with cream leather interior. Three previous keepers. Owned since 2012. Lots of service history. 106000 miles. MOT to November with no advisories. Jaguar Heritage certificate confirming matching numbers. Drives as it should. Please call 07931 360396, North West.
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JAGUAR MK IV

1947, £54,000. Saloon 3.5 litre. In original condition except for Suede Green repaint in 2014. In total full working condition. Complete tool kit. Working trafficators. Sunroof. Incredible original interior. Fitted with a five speed gearbox but original Moss box available. S.S. exhaust. Other images available. Please call 07534 342021, Yorkshire and the Humber.
124517

JAGUAR XJ8

2004, 151000 miles, £1,200. Beautiful Jag XJ8 in classic green. Full Service History for the lifetime of the car with all paperwork. MOT through to June 2025. 2 owners in 1 family; then owned by my local garage; then me. Looked after thoroughly with care and attention. Bodywork in excellent condition for a car of this age. Never been involved in any accident. All electrics working except a suspension fault. Sad to say goodbye, but the time has come. Please call 07803080494, South East.
124526

JAGUAR S-TYPE

2007, £1,950. 2-7 D. FSH owned 7 years 1 years MOT, good body work, excellent interior, 115000 miles, recent battery, Pirelli tyres. Please call 07530141061, South East.
124595

JAGUAR XJSC CABRIOLET

1986, 100000.00 miles, £15,000. Cherished and garaged for 37 years, in lovely condition, much admired. Stunning Jaguar red paintwork with oatmeal interior. 3.6Litre fuel injected engine and 5 speed manual gear-box. Please call 07880636661, Ireland.
124598

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JAGUAR XK150S

1958, POA. DHC. First built and shipped to New York in 1958, it was bought by famous Italian Hollywood actress, Pier Angeli. Repatriated in 1990, and then swapped to RHD. It was then extensively restored in 2014 for 15 months, back to its original black bodywork and red trim. It is in an absolutely superb condition having done 3630 miles since. Find out more at www.motoriginals.com. Please call 07714785945, West Midlands.

124601

JAGUAR E-TYPE

1966, £17,500. 4.2 litre Jaguar XKE 2+2 Left Hand Drive Automatic. Imported from the USA by my late father. Extensive work to be done but the engine is not seized and the bodywork is generally in good condition - if in need of a respray. The car is matching numbers and I have a heritage certificate and some paperwork for history. No import duties to be paid. Would make a wonderful car for use / export to the continent. Can share an extensive collection of photos on request. Car is currently in Sussex, near Brighton. Please call 07765492398, South East.

124602

JAGUAR TYPE E

2018, 28900 miles, £13,950. Superb R-Sport 200hp Ingenium 2l turbo; full documentation file; MOT to March 2025 (no advisories). Caldera red with black/red leather interior. Stainless custom exhaust. Please call 01256764193, South East.

124658

JAGUAR XJS

1989, £5,750. 1 family owned 3.6 auto reg F900 Dec, signal red, ex, cream leather, drives superb, service record, may p/x MOT May 25, photos on request. Please call 07970 490687, North West.

124735

JAGUAR S-TYPE R

2006, £8,995. In grey, 76500 miles from new, supercharged, full service history, recently wax oiled, Jag Drivers Club owned, beautiful condition. Please call 07914389236, Yorkshire and the Humber.

124744

JAGUAR X-TYPE

£1,150. V6 2.5 Sport 2001 manual, platinum silver, owned 19 years, MOT 15th April 25, 17 services, full history, always garaged, 2 keys, 156k, can deliver. Please call 07754 688636, South West.

124267

JAGUAR SOVEREIGN

1995, 86800 miles, £5,000. Automatic, leather. 6 months MOT and recent service, 2 owners from new, mine for past 25 years, some history. Please call 01243 606390, South East.

124271

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1960 JAGUAR XK150 FHC, FINISHED IN OLD ENGLISH WHITE WITH CONTRASTING BURGUNDY HIDE INTERIOR. Supplied by ourselves about 8 years ago to one of our most discerning customers who has enjoyed the car, largely for high days and holidays, but has used it sparingly during his ownership due to work commitments. Previously owned by a serious engineer/collector who was responsible for the complete restoration of this exceptional example. Today it remains in utterly superb condition and is undoubtedly one of the best available. Hence if your search is for a Fixed Head Coupe in exceptional condition that is completely ready to be used and enjoyed, we look forward to hearing from you. All viewings are strictly by appointment. **Price now substantially reduced today from £125,000 in line with current market conditions to £89,950. This car will never be any cheaper.**

1966 JAGUAR 3.8 MKII IN OPALESCENT DARK BLUE OVER RED INTERIOR, A MATCHING NUMBERS CAR WITH A JAGUAR HERITAGE CERTIFICATE. An exceptional example with numerous upgrades including a Tremac 5 speed gearbox, upgraded engine with 9.1 compression, 2" Carbs, lightened & balanced crankshaft & flywheel, stainless exhaust, uprated brakes and electric power steering and fabulous car to drive. An extremely high-quality example which drives as good as it looks. **Reasonably priced at - £49,950**

1965 JAGUAR 4.2 E TYPE ROADSTER In Opalescent dark blue with Burgundy hide & dark blue mohair soft top. Fully rebuilt and upgraded and one of the best that we have driven. The specification includes a 5-speed manual gearbox, power steering, larger brakes, Koni shock absorbers, Lattice spoked chrome wire wheels, Hifi system with Blue Tooth, inertial reel seat belts, Tracker, LED lighting & electronic ignition. The quality of the craftmanship that has gone into its restoration is exemplary **Not the cheapest on the market but probably the Best - £165,000**

1964 JAGUAR 3.8 E TYPE ROADSTER in Carmen Red with black hide interior. Absolutely superb throughout having been the subject of a complete restoration about 6 years ago and unused since. Converted to RHD by Twyford Moors, fully serviced and ready to be enjoyed. **Just reduced in line with todays market from £129,950 to the exceptionally low price of - £99,950**

1970 JAGUAR 4.2 SERIES II E TYPE ROADSTER in Carmen red with black hide interior with a matching black mohair hood with black carpet throughout and sitting on excellent chrome wire wheels . This car is shortly to be available and coming from long term cherished ownership. Infrequently used in recent years but kept in superb condition. **The anticipated price will be around - £62,500**

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